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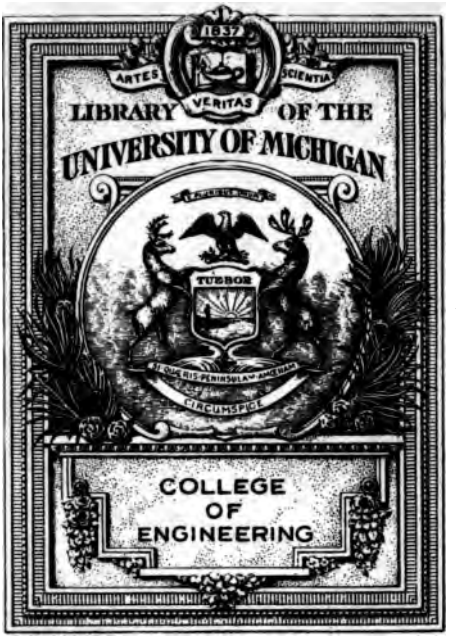

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George Rennie 22nd June 184

THE

FLUSHING-MIDDELBURGH,

VENLOO, AND MAESTRICHT RAILWAY,

CONNECTING THE

Mouth of the Scheldt with the Meuse and the Rhine,

BY

FLUSHING-MIDDELBURG, GOES, BERGEN-OPZOOM, TILBURG, BOIS-LE-DUC, VEGHEL, GRAMMOND, VENLOO, RUREMONDE AND MAESTRICHT.

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GOVERNMENT OF NETHERLANDS.

ACCOMPANIED BY

Statistical Tables,

SHOWING THE IMPORTANCE OF THE UNDERTAKING,

EXTRACTED FROM THE

COMMERCIAL TARIFFS AND REGULATIONS OF THE SEVERAL STATES OF EUROPE AND AMERICA;

PRESENTED TO THE HOUSES OF PARLIAMENT BY COMMAND OF HER MAJESTY:

ALSO THE

REPORTS OF THE ENGLISH AND DUTCH ENGINEERS,

WHO HAVE SURVEYED THE LINE

London:

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REPORT OF MR. RENNIE.

To the Proprietors of the Concession of the Flushing-Middelburg Railway.

GENTLEMEN,

Agreeably to your request, I proceeded on the 28th April to Bois-le-Duc, from whence I went in a westerly direction by Breda and Berghen-op-Zoom, across the Ooster-Scheldt to the island of Zuid Beveland by Goes, crossing the Sloe at the ferry near Nieukirk. and so on by Middelburg to the termination of the Line at Flushing. The same comparisons were made of the Plans, Sections and localities, and having thus traversed the whole of the Line, both of Railway and Canal, and familiarized my mind with the general features of the undertaking, I beg to present the following Report.

The country through which the Flushing-Middelburg, Venlo, and Maestricht Railway passes, judging from the parts I have seen, and from the Plans and Sections I have examined, is highly favorable to the formation of a Railroad, as it is for the most part flat, and the inclinations towards the upper part so gentle, as to effect very little (if sensible) the locomotive power.

338745

General features of the Line.

The general features of the Line cannot be better described than in the able Report, Plans, and Sections of M. Themmen, the engineer of the concessionaries, and in the Table of Distances appended thereto. He shows that the port of Flushing is not only the most direct, but the shortest distance between England and the North of Europe That the Railway will become the mail route between England and India, and be the principal means of communication between Great Britain and Central and Eastern Europe. That the local importance of the Line, while it brings into communication three important provinces, viz., Zealand, North Brabant, and Limburg, communicates with the country lying between the Meuse and the Rhine, unites with all the Railways, existing or projected, in the Rhenish provinces. That by connecting itself with Maestricht it will open a trade with the whole of Belgium and France, not to speak of the communications which are now projected, not only throughout Holland and Germany, but throughout Europe; thus restoring trade to Holland and the ancient city of Middelburg, and constituting the port of Flushing a future Venice.

The direction of the Railway and its details are amply shown in M. Themmen's Report, with the dimensions of the Canal from Flushing to Middelburg, the barring of the Sloe, the Scheldt, the passing over the Peel Marsh, the crossing of the rivers Meuse and Roer, and terminating at Maestricht, being a distance of 280,120 metres, or 56 leagues (174 English miles).

The works, with the exception of the dykes and bridges, are in general moderate and easy of execution; and the art of engineering in its present state of advancement, will find no difficulty in overcoming these obstacles.

The Sections of the Railway show, that more than one-half of its length is on a dead level, and that the ratio of ascents and descents is as *one* to *two*, while the mean ascent is scarcely *one* in *one thousand*, an inclination so small, that the Line can be worked with the greatest economy, and this is of vast importance in a Line where the heavy traffic will form so important a feature.

With respect to the estimates, which, according to M. Themmen, amount to fl.42,193,153 or fl.242,489—say £20,200 sterling per English mile. I think that with due judgment in the execution of the works, it is enough. The sums which it may be deemed prudent to appropriate to the Dock of Flushing and Middelburg, will depend upon the necessities of the occasion. The Railway ought not to exceed the average cost of railways on the Continent; the extra expenses will be incurred for the Dykes and Bridges, which, according to a plan I have represented on a map, ought to cause vast accumulations of alluvial land in the Estuaries of the Sloe and Eastern Scheldt; passages which, if stopped up as I propose, would not only benefit the Western Scheldt, and assist in clearing away many of the sand-banks which now obtrude the entrance to its mouth, but be the means of calling into existence vast tracts of valuable land, equal in extent to pay

the whole cost of the Railway, and be the means of adding new wealth to the country by the ready markets likely to be created in England, in consesequence of the liberal policy of its enlightened Minister.

In conclusion, I regret that my time has not permitted me to enter into this subject as it deserved; but I do not hesitate to affirm, that if ever a project presented a future development, or where the circumstances were more encouraging, it is the Flushing, Middelburg, Venlo, and Maestricht Railway.

I beg to remain,

GENTLEMEN,

Your obedient servant,

(Signed), GEORGE RENNIE.

London, 18*th June*, 1846.

P.S.—For further details, I would beg to refer to the Report of the Concessioners.

I may however observe, as I deem it of very great importance, that the present improvements and ameliorations in the building of steamers, will enable a well appointed vessel to steam from Blackwall to Flushing in the space of nine hours.

Estimated Cost of Railway 3'349429

ohique de Bruxelles.

THE

FLUSHING-MIDDELBURGH, VENLOO, AND MAESTRICHT RAILWAY.

Connecting the Mouth of the Scheldt with the Meuse and the Rhine, by Flushing-Middelburg, Goes, Bergen-op-Zoom, Breda, Bois le Duc, Veghel, Helmond, Venloo, Ruremonde, and Maestricht.

If this undertaking were to be classed in the same category as those which a few months since enjoyed so much favor with the English public; if the support of the same order of persons were necessary to its success—if, in fact, it was not an undertaking invested with special circumstances, and those of a most important and interesting character, it would be worse than useless—it would be folly—on the part of its proprietors to continue its prosecution.

It would be wiser for them to abandon at once the large sums of money which they have expended in the perfection and completion of their plans, than to attempt, by throwing away more, to recover that which they have already spent.

But if the undertaking in question is indeed invested with special circumstances which remove it from the category of the schemes above referred to—if it looks for success to men untouched by the prospectus mania of last year, and is not only invested with special circumstances, but is necessitated by the revolution in the commercial policy of England—then, indeed, its proprietors are fully justified in continuing its prosecution.

The abandonment of the worn out and injurious system of

protective duties, and the adoption by the British nation of a more enlightened commercial policy, must give a fresh impetus to trade and manufactures at home and abroad.

The British manufacturer will have, however, under the new tariff, to compete with the manufacturers of foreign countries; in which the necessaries of life are to be procured at a much cheaper rate than in his own.

Though the capital, industry, and enterprise of our citizens will be sufficient to enable them to compete successfully against the low rate of wages abroad; yet it is for the interest of all connected with our own manufactures—of workmen as well as of master—of capitalist as well as of operative—to render such competition as easy as circumstances will permit of; and for this purpose what is of more importance than a constant and abundant supply of the first necessaries of life?

There exists within a few hours of the mouth of the Thames an agricultural district, comprising an area of many hundred square miles, producing grain of all species—cattle, vegetables, as well those adapted to the ordinary consumption of man as those which are consumed by cattle, besides fish, fowl, butter, eggs, and fruit in the greatest profusion, and in much greater abundance than is required for the sustenance of the inhabitants of that district.

All these elements of existence are produced in this district at a small cost; in fact, very inferior to that of their production in this country.

This whole district is entirely deficient in, and unsupplied with, many of the natural products of this country, such as coal, iron, &c., as also with the productions of our ingenuity and industry. Those who can afford and are willing to pay the exorbitant prices required for the supply of an inferior article by a neighbouring country, are few in number and their consumption immaterial in amount.

The erroneous impression which has prevailed in this country on the subject of protection, has hitherto precluded the inhabitants of this district from availing themselves of the small cost

their agricultural productions to supply the English market therewith, and to procure themselves, in return, the comfort and enjoyment of many of the productions of our labour and ingenuity. Thus, this error has not only deprived us of an abundant and cheap supply of food, but has also forbidden our willing artizans to work, by closing to them this and many other important markets.

The united wishes of the nation being now adopted by the Legislature, the inhabitants of that country which stretches from the mouth of the Scheldt to the Meuse and the Rhine, will be as anxious to supply us with, as we shall be desirous of receiving, their corn, cattle, vegetables, &c., &c., and take in return the natural productions of this country, as well as those which are the result of our skill and industry.

One thing alone will materially interfere with the abundance of the supply and its cost, viz., the expense and delay in arriving at a point of embarkation.

It is true, that at the extremity of this rich alluvial plain there is a safe and commodious seaport; the only port, in fact along the southern of the English Channel and the North Sea which is accessible to vessels in all weathers and at any state of the tide. This port is Flushing, situated at the mouth of the Scheldt, immediately opposite and within a few hours sail of the mouth of the Thames.

But the means of communication with that port, as they at present exist in Holland, are too slow and expensive to enable either the inhabitants of that district to avail themselves so fully of the advantages offered, if that communication could be effected with a trifling delay, at a small cost.

If, therefore, this undertaking will effect a cheap and rapid communication from the inland portion of this district to the seaport at its extremity; if it will bring to the ports of England an abundant supply of the necessaries of life at a cheap price; if it will open to our industry an extensive and valuable market, then its proprietors may rely upon meeting with support and encouragement, and are wise in continuing its prosecution.

But this is not all, there is another political advantage incident to this Railway—our previous observations have been addressed to that class of our fellow citizens which is interested in our manufactures. We would now direct our remarks to those who are in any way interested or connected with our Indian empire.

That a second route to India is necessary, is universally admitted. Supposing even the Marseilles route to be the shortest, England cannot be sure that that route will always be open to her, she must provide herself with a second one; this view is supported by the recently published report of the Dutch Rhenish Railway Company—that company in addition to its other advantages, calculates upon having the Indian Mail from Rotterdam to Dusseldorf.

The map and tables accompanying this notice will shew that when the Line from Middelburg to Venloo shall be completed, the Dutch Rhenish Company must abandon its hopes of carrying the Indian Mail.

The proprietors of this concession submit that the two circumstances here adduced, and which are incident to their proposed undertaking, are sufficient, notwithstanding the general feeling against investment in Railways, to warrant them in laying before the Manufacturers and Merchants of Great Britain, supporters of the doctrines of Free Trade, the following tables and statistical results, which prove that even apart from the impetus which the abolition of protective duties must give to our commerce, with the district through which their Line is intended to run; apart from the consideration of its being the direct route from London to Trieste, the proposed Line from the port of Flushing to the Meuse and the Rhine, will afford an opportunity for investment of a secure and productive character.

Some idea of the extent of the commerce which is now carried on between England and Central Europe may be formed from the tables compiled under the direction of Lords of the Committee of Privy Council for Trade, by their intelligent Secretary, Mr. McGregor, and presented to the Houses of Parliament, by command of Her Majesty.

PILOTAGE.

We shall here introduce a statement of the expenses incurred by vessels arriving from the sea at Amsterdam and Rotterdam, taken from Mr. Mc. Gregor's statistical tables, showing the expenses which would be avoided, in a great measure, by their resorting direct to Flushing and Middelburgh.

The ports of Amsterdam and Rotterdam having more than one entrance, the pilotage for each varies, viz., by the canal of North Holland and the Zuyder-Zee, for Amsterdam, and by the passage of Helvoetsluys and that of Brielle for Rotterdam.

A vessel of the third class of 200 tons burden entering loaded into Amsterdam, and departing in ballast, pays pilotage, &c., as follows:—

On entering by the Canal.

	fl.	c.
Pilotage from the sea	21	0
Sluices	50	40
Horses for towing	72	0
Pilotage of the canal	12	0

On departing by the Canal.

Pilotage through the canal ..	12	0
Sluices	10	40
Horses for towing	36	0
Pilotage to the sea	15	0
Total ..	228	80=£19 1 4

On entering by the Zuyder-Zee.

	fl.	c.
Pilotage from the sea	21	0
Do. from the Zuyder-Zee..	25	0
Lighters over the Pampus ..	35	0
Buoys and pile dues	100	0

On departing by the Zuyder-Zee.

Pilotage of the Zuyder-Zee..	25	0
„ Sea	17	55
Total ..	224	32 £18 13 10 2-5ths

The pilotage of the Brielle and that of Helvoetsluys are as follow:—

	fl.	c.
Entering by the Brielle	61	15
Departure ditto ..	20	75
Total ..	81	90=£6 16 6

	fl.	c.
By Helvoetsluys ..	79	30
„ ..	21	10
Total ..	100	40=£8 7 4

CANAL OF NORTH HOLLAND.

This canal which is navigable for East India ships from the

Helder to Amsterdam, has sixteen bridges and four sluices, the tolls of which are tariffed as follows :—

A vessel drawing thirty-five decimetres must pay per ton for each voyage:

	On Entering.			On Departing.			
	cents.	d.		cents.	d.		
The East Indies and above the Cape	16 or	3	1-5th	10 or	2		sterling.
West Indies and Meridian America	12	2	2-5ths	7	1	2-5ths	„
Mediterranean and Gibraltar ..	8	1	3-5ths	5	1		„
Gibraltar to the Manche	6	1	1-5th	4	0	4-5ths	„
North, Manche, and Baltic	4	0	4-5ths	2	0	2-3rds	„

There is paid extra for each sluice, 35½ cents, or 7 1-5th*d.* per decimetre, unless three-fourths of the cargo is wood for building, in which case the surcharge is only ¼ cent. The dues are one-half more on the passage by night.

A vessel of the same draught must pay besides 2 cents (0 2-5ths*d.*) per ton, as toll for the towing-road, and as toll for bridge :—

		cents.	d.			cents.	d.	
Vessels of one mast, by day..		8 or	1	3-5ths	by night..	12 or	2	2-5ths stlg.
„ two masts	„	..15	3		„	..20	4	„
„ three do.	„	..20	4		„	..24	5	„

The vessels of the Netherlands are not subjected to these last duties.

PORT CHARGES AT ROTTERDAM.

Bill of Charges at Rotterdam on a British vessel, rated in her register at 396 tons, but which, by the Netherlands admeasurement, amounted to 314 tons, and paid tonnage duty, &c., accordingly.

	fl.
Pilotage from sea to Helvoetsluys	134.60
Visiting-physician and quarantine dues	38.15
Lights and buoys on the coast	16.90
Pilotage from Helvoetsluys to Rotterdam	63.70
Harbour dues..	23.50
Measuring vessel and certificate	13.25
Tonnage duty for one year	370.90
Clearances in and out	26.51
Manifests and landwaiters	12.50
Life-boat Society	3.64
Bill of health	7.00
Canal dues, horses, &c.	105.64
	815.50

Other charges, and the manner of conducting business is much the same as at Amsterdam, and in some degree, from the

frequent intercourse of Rotterdam with it, approaches in the mode of its transactions to that of London.

It is quite evident that the port of Flushing and Middelburg would be preferred for the traffic between Holland, Germany, and England, and if we reflect on the difficulties of the navigation of the Weser and the Elbe in winter, we are still further led to expect that the ports of Bremen and Hamburg would also lose a portion of their business in conveyance from England, to the advantage of the port of Flushing.

PRINCIPAL FAIRS OF GERMANY.

Aix-la-Chapelle.	Frankfort on the Maine.	Magdebourg.
Berlin.	Frankfort on the Oder.	Offenbach.
Breslau.	Konigsberg.	Stuttgard.
Bring.	Leipzig.	Shemberg.
Brunswick.	Mayence.	Shweidnitz.
Cologne.	Munich.	Stettin.

English Goods forwarded to these fairs by way of Hamburg or Bremen, frequently arrive too late, although dispatched from England early before hand, in consequence of the prolongation of winter; whereas, were they forwarded direct from England to Flushing, they could be brought into any of the German markets in less than 48 hours.

Paris sends a large quantity of articles of fashion into Germany, which would take the northern railway, and crossing Belgium to Antwerp and Breda, could then be dispatched by the Middelburg line either to Amsterdam, Rotterdam, and the Hague, or to Nymwegen, Emerick, Munster, Oshabruck, Hamburg, Lubeck, and St. Petersburg, or to Berlin and Bremen, Poland.

The amount of goods sent by steamers in 1844, from Havre to Rotterdam, Hamburg, and St. Petersburg, averaged 26,800 tons, estimated at 50,000,000f., consisting in articles from Paris, tissue, silks from Lyons, champagne, colonial produce, grain and seeds, independant of gold and silver in bars, which amounted to 8¼ millions of francs, and 8,500 passengers.

The Middelburg railway is, therefore a central line, which will connect France, England, Belgium, Holland, Prussia, and

Russia; all the great lines uniting the capitals of these kingdoms, converge towards Bois le Duc, which is the grand focus of the Middelburg railway.

In order to define the very great importance of uniting England with the central Rhine to Dusseldorf, which town will form the extremity of the projected line, we beg to refer the reader to the following extract from the statistical tables on the trade of England with Germany:—

"8. Province of the Rhine and Cleves.—This province has a population of nearly two millions and a half of inhabitants, equal to that of each of several European kingdoms. The Rhine and the Meuse flow in navigable grandeur through this magnificent, fertile, and romantic country. The province comprises the ancient electorates of Treves and Cologne, the Duchies of Juliers, Berg, and Cleves. Its cities are Aix-la-Chapelle, Cologne, Treves, Dusseldorf, Cleves and Coblentz. Its towns are numerous, among which Elberfeld, Barfeld, Salingen, Eupen, and Crefeld are celebrated for their manufactures of cotton, wool, silk, and hardwares; the banks of the Rhine, Moselle, and Sarre, and the slopes of the mountains are enriched with vineyards; the plains, valleys, and undulated lands with cornfields and pastures. There are still magnificent forests, though not such as can afford much more timber than the quantity required annually for the use of the population. The soil produces, in all parts, a sufficiency for the inhabitants. The live stock is of a tolerable good breed; the sheep are reared more for their wool than flesh. The province is divided into five circles. The circle of Coblentz is mountainous, and extends along both sides of the Rhine. Vine culture is the principle occupation of the people in several parts of this circle, as well as in the circle of Treves. The mountains yield iron, some lead and salt. The table-land and valleys of the circles of Coblentz and Treves consists of arable land and pastures. The circle of Aix-la-Chapelle has districts of mountainous rocky land, interspersed by fertile valleys, and in other parts, hills and plains. Agriculture and manufactures, the latter, chiefly cotton, and fine woollens, are situated at Aix-la-Chapelle, Duren, Eupen, Malmedy, Montjoie. The needles and pins of Aix-la-Chapelle, of Burtscheid, Stolberg, &c., and the tanneries of the circle, are also important branches of industry. The circle of Cologne is mountainous to the south, and the plains of the north and the alluvions of the Rhine are skilfully cultivated; producing wheat, rye, and other grain; potatoes and other vegetables; oil-seeds and fruit, and some wine. Iron, lead, and coal, are found. Brown coal exists near Bonn and Bergheim. In the city of Cologne the

cotton and silk manufactures have become important, and the trade and navigation of this city, on the Rhine, and by its railroad communication with Aix-la-Chapelle has revived much of its ancient importance. The circle of Dusseldorf is thickly inhabited by an agricultural and manufacturing population: being 7,415 to the German square mile. The Wupper, Rhur, and Lippe, flows through this circle into the Rhine, which also flows through it, into Holland. The valleys, plains, and hills are laid out in pasture, or cultivated under corn or vegetables. The mountain-streams, and the abundance of coal have been among the advantages, by the aid of which, the cloth and cotton factories of Elberfield and Barmen, and the cutlery and hardwares of Solingen have thriven. The province of the Rhine has five towns, each with more than 20,000 inhabitants: viz., Cologne, with 68,000; Aix-la-Chapelle, with 40,000; Barmen, with 27,000; Elberfield, with 26,000; Dusseldorf, with 25,000; five towns, with from 10,000 to 20,000; viz., Bonn, Crefeld, Coblentz, Treves, and Eupen; fifteen, with from 5 to 10,000, and 94 small towns."

These magnificent provinces, by means of the Flushing-Middelburg and Venloo and Dusseldorf Railway, will be placed within twenty hours reach of the London Post-office.

The Railway from Flushing-Middelburg will have *seven* principal stations.

1st. *Flushing.*—The communications with this port and London will be effected in ten hours, by means of powerful steamers, starting from Blackwall.

2nd. *Bergen-op-Zoom*, on the Western Scheldt, which will open the Dutch and Belgian markets.

3rd. *Breda*, where the Railway will be linked with that from Antwerp to this town, to communicate with France by Lille or Valenciennes.

4th. *Bois-le-Duc*, the central point of all the Dutch canals.

5th. *Veghel*, by means of which manufactures may be sent by the Meuse to Grave, the Whaul to Nymweghen, and the Rhine to Arnheim.

6th. *Venloo*, where the line will again be brought in contact with the Meuse, and unite with the Dusseldorf Railways and the Rhine.

7th. *Maestricht,* where it will form a junction with the Railway from Leige to Visé,* and to that of Aix-la-Chapelle.

The Tables, classed in the Appendix, indicate the different goods which are sent, directly or in transit, between Great Britain and Holland and the North of Europe. These Tables will serve as a guide to merchants forwarding goods from London, Middelburg, and the principal stations on the line; for assorting the various produce referred to in this pamphlet; and forwarding them in a direct line to their destination.

Commerce, consequently, will acquire more regularity and economise freight, pilotage, commissions, storeing, wear and tear, long credits, employment of capital, &c. &c. England may make the trial, without impediments, in a friendly country, of the Free Trade policy which she is about to promulgate, and secure a permanent mode of communication with her possessions in the East.—*(See article of the* Times *of the 9th and 12th February, and 2nd June,* 1846, *Appendix, page* 68*).*

We refer to the Appendix, which will shew the value of imports into, and exports from, the Netherlands, distinguishing the countries traded with.

G. R. H.

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* The concession of the line from Maestricht to Visé belongs to Mr. Dronkers, as an extension according to Article 3 of the royal decree of the 13th February and 11th March, 1846.

REPORT OF

M. THEMMEN, Civil Engineer,

SURVEYOR OF THE LINE.

MEMORIAL

RELATIVE TO THE RAILWAY

FROM FLUSHING TO VENLOO AND MAESTRICHT.

GENERAL OBSERVATIONS ON THE UTILITY AND OBJECT OF THE RAILWAY.

A SINGLE glance at the geographical situation of Europe on the general map, is sufficient to show that the easiest routes for introducing merchandize into the interior of the central portion of the Continent, are those which proceed from the ports of the North Sea.

For ages these ports have been in possession of the commerce with the vast regions situated between the Rhine and the frontiers of Turkey and Russia.

Thence arises the astonishing prosperity of the large commercial cities, such as Hamburg, Bremen, Amsterdam, Rotterdam, Antwerp, and, until the decay of the latter, Middelburg. Even at the present time, the commercial cities possessing ports in the North Sea, direct all their energies to the monopoly of the transit, in the direction of Germany.

So long as the transport of merchandize could only be

advantageously carried on by means of water, Hamburg, Bremen, Amsterdam, and Rotterdam were the only rivals for this important branch of prosperity.

Since the introduction of Railways the question has, however, become one of much greater magnitude, and competition, more or less powerful, has arisen in various directions.

Havre will ere long be united by a railway with the Upper Rhine—Antwerp communicates, by a railway, with Cologne—Amsterdam and Rotterdam have their railway, which traverses the right bank of the Rhine—Embden will have a line which will penetrate into Westphalia, and Hamburg is in communication with Berlin by the same means.

All these different lines, however, possess inconveniences more or less considerable for the transit of merchandize towards Germany, either in consequence of their extent—as that from Havre to the Upper Rhine—or of their section and the difficulty of working them—as that from Antwerp to Cologne—or else, in consequence of the peculiar position of the seaports whence they take their rise—as the Dutch Rhenish line, and, in this respect also, the railway from Antwerp.

One line of communication remains to be brought into existence—one which is free from all these disadvantages, the most direct and the most easily worked—it is that from Middelburg to the Rhine.

Of all the ports on the coast of the Continent, from the Elbe to the English Channel, ONE ONLY is accessible in all weathers and at all seasons, with every wind and by vessels of every class; it is the harbour of Flushing, or, in other words, that of Middelburg, which is in communication with the roadstead of Flushing, as will be shown hereafter.

This harbour and roadstead serve as a refuge and shelter to vessels surprised by tempests, and form a resting place for those intended to sail up the Scheldt.*

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* During the winter of 1829-1830, when the whole extent of the coasts in the North Sea were intercepted with large fields of floating ice, whereby many

Vessels coming from the ocean and bound either for Hamburg, Bremen, Rotterdam, or Antwerp, are subject to an inland navigation, which is not exempt from danger and which frequently occasions delay; those from Amsterdam not being able to attain that port excepting by the perilous navigation of the Zuyder Zee, or by a canal of fourteen leagues across the north of Holland.

The difficulty in making the port of Rotterdam, is well known, and is of such an extent that many vessels bound to that place are obliged to put into Brouvershaven, situated on one of the islands of Zealand.

To arrive at the ports of Amsterdam or Rotterdam, transhipment is in general unavoidable, and the navigation of their waters is subjected to considerable charges.

As one of the consequences of their situation, these ports are not approachable in winter, when the canals are frozen up and the rivers are covered with floating ice.

The port of Middelburg *alone*, along all the coast, is free from these serious inconveniences. This port alone is approachable winter or summer. It is, besides, situated in a direct line with the mouth of the Thames.*

From this position, singular in its advantages, the city of Middelburg, during the Seventeenth and the commencement of the Eighteenth Centuries, attained a degree of commercial prosperity of which traces are still visible in its quays and canals,

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of the ports were blockaded, vessels belonging to different nations, nevertheless, anchored off Flushing. Among the number was the ship "Charles," of Guernsey, bound for Antwerp. The captain having received instructions from the consignee to unload at Flushing, shortly afterwards sailed for Messina, from whence he returned with a full cargo, and even reached Antwerp before the other vessels which had wintered at Flushing. This fact alone, shows the immense advantages which commerce will derive from a Railway from Flushing to the Rhine.

* The opening of the railway to Ramsgate will be of great importance for the undertaking.

which are of sufficient extent to allow the largest ships to discharge their cargoes immediately in front of the warehouses.

At a later period Middelburg was abandoned by her more extensive commerce, because the gradual alterations in the coasts of the islands of Zealand, rendered the navigations of the inland waters, and consequently the communications with the Rhine and Meuse, difficult, and thereby gave an evident advantage to the port of Rotterdam. The superiority of the port of Middelburg in its accessibility from the ocean, no longer balancing its inferiority with respect to its facility of communication with the interior.

At the present day, when the struggle is to be maintained with other weapons—when a new mode of locomotion competes with the old system of water carriage—this superiority will reappear; and so much the more, that a line of railway to run from Middelburg to the Rhine and the Meuse may be constructed on land evidently level, or, at least, so little varied that a railway could be there formed under circumstances the most favourable for its working.

The railway in question may be considered as the most direct road from the sea and, consequently, from England, towards Central Europe.

It is a line which will unite the city of London with the Rhine and the Upper Meuse, and connect Germany with the English coast so closely, that the journey from London to Dusseldorf, on the Rhine, will be accomplished in less than twenty-two hours.

The distance from London to Middelburg is 158 miles, and that from Middelburg to the Rhine 161 miles, say 319 miles together, which may be travelled over at the rate of 25 miles an hour on the Railway, and 10 miles an hour by steamers.

Thence it follows, that if two vessels arrive at the same moment at the mouth of the Scheldt—one bound for Middelburg, and the other for Antwerp—the passengers and goods brought by the first would, in most cases, have reached their

destination on the Rhine, before the other had arrived in the basin of Antwerp; other matters being in the same proportion.

This line being, by its branch to Maestricht, in connexion with the railways of the east of France, and by Cologne and Dusseldorf, with those of Germany, becomes thence of importance to all Europe.

It will become the mail route from England to India, and the principal means of communication between Great Britain, and Central and Eastern Europe.*

To these peculiarly advantageous circumstances, and universal utility, is to be added the local importance of the line.

It traverses and brings into communication, three important provinces: the first of which, Zealand, abounds in agricultural products; the second, North Brabant, is more peculiarly manufacturing; and the third, Limburg, a populous country susceptible of great development.

By the branch which runs from Venlo to Maestricht, the whole line will be brought into direct communication with the country between the Meuse and the Rhine, a country eminently populous and manufacturing.

So much importance is attached in Germany to this communication, that companies have been formed at Dusseldorf and Cologne, for the purpose of there uniting all railways existing or projected in the Rhenish provinces.

This object may be obtained in different ways, either by making a line from Venlo through Creveld, to Nuys opposite Dusseldorf; or by a line also commencing at Venlo, and making at Gladbach a junction with the projected railway from Cologne to Ruhrort; or by a branch from Ruremonde, also in the direction of Gladbach; or else by a line from Ruremonde to Duren, a station on the railway from Aix-la-Chapelle to Cologne.

At Maestricht, a junction will be effected between this railway and the line in the course of execution, between that town and Aix-la-Chapelle.

* From Middelburg to the Meuse and Rhine the conveyance will be protected by seven fortresses.

Maestricht, being besides the point at which will terminate the canal and the railway of the Meuse, will bring the Zealand line in direct communication with Liege, Namur, and France.

The line from Middelburg to the Rhine, will also be connected with all the railways of Belgium and Lower Holland; with the one, by the line from Antwerp to Breda, and with the other, by the Town of Bois-le-Duc, where will terminate two lines, the projected line from Gerkum to Bois-le-Duc, in communication with Rotterdam, and that from Nymwegen, through Veghel, at which point it will branch into the main trunk between Bois-le-Duc and Helmond.

Bois-le-Duc is, in addition, the point at which terminates nearly every water conveyance from Holland into North Brabant, Limburg, and the Belgian frontier.

In short, the line from Middelburg to Maestricht, brings several populous districts into communication with each other, the total number of inhabitants, which amounts to nearly one million; and the line traverses the very points where this population is concentrated.

It remains only to consider the proposed line with reference to competition with other lines, having for their object, the transport of goods into Germany.

The distance from Middelburg to Dusseldorf, by Venlo and Gladbach, is 52 lieues (161 miles English).

That from Middelburg to Cologne, through Venlo and Gladbach, is 56 lieues (174 miles English).

The railway from Antwerp to Cologne, is 49 lieues in length (153 miles English).

The route from Antwerp to Dusseldorf, through Aix-la-Chapelle and Gladbach, is 53 lieues (159 miles English).

At first sight, the advantage appears to be on the side of the line from Antwerp to Cologne; but it must be borne in mind, that the Port of Antwerp is situated at 18 lieues (56 miles English) distance inland; and that the line traverses a country so rugged, that before descending into the Valley of the Meuse, a height of 177 metres has to be surmounted, and to reach the

Valley of the Rhine from that of the Meuse, it is again necessary to surmount a height of 255 metres.

That in addition, the irregularity of the ground has given rise to numerous curves of very small radii, besides several tunnels. These facts taken into consideration, it is clear that that railway cannot maintain competition with the line from Middelburg to the Rhine, which is almost a dead level.

The Dutch Rhenish Railway has, in this respect, a similar advantage to the one from Zealand; it will, on reaching Dusseldorf, be only 40 lieues (126 miles English) in length, and on reaching Deutz, opposite Cologne, 47 lieues (141 miles English); but, to these distances must be added, those of the Ports of Amsterdam and Rotterdam from the sea.

Besides, we have shown how much these ports are inferior to that of Middelburg, with respect to their accessibility from the ocean.

From the preceding considerations, it results that the railway from Middelburg to the Rhine is the line the most suitable for reaching Germany, and the only one capable of advantageously and successfully sustaining a competition of this nature.

DIRECTION OF THE RAILWAY.

The City of Middelburg, situated in the interior of the island of Walcheren, and one league from Flushing, at present communicates with the sea by a harbour, the mouth of which is near the town of Vere, on the north of the island. In order to improve this position, and to allow vessels arriving at the mouth of the west Scheldt to enter the basins of Middelburg, the following works are projected:

Harbour and Canal of Middelburg.

A harbour will be made to the east of, and near the town of Flushing, at a point on the coast, of easy access, and forming a safe roadstead; from thence a canal will be carried to Middelburg in communication with the canal, whose mouth is near Vere.

From the principal canal, an arm will be extended to the Naval dock at Flushing.

Station and Warehouses at the entrance of the Harbour.

At the entrance of the harbour, a large space of ground will be prepared for the establishment of a station to the railway, and the necessary warehouses for unloading those vessels which do not intend to sail up to Middelburg.

Canal from Arnemuyde.

And finally, a new canal will be constructed, running from the town of Arnemuyde into the canal before mentioned.

Dimensions of the Canal.

The breadth of the principal canal will be 50 metres at the surface, and 10 metres at the bottom. The depth of water will be so regulated, as to allow the largest vessels to sail up the canal.

Railway.

These arrangements being completed, a railway will be constructed to unite the islands of Zealand with the Continent.

To this end the passage of the Sloe, which separates the island of Walcheren from that of South Beveland, will be closed by means of a dyke, at least 12 metres wide on the summit, with a length of 2270 metres, and a height above high water of 4 metres.

Outline of the Railway.—1st Section.

Between Flushing and Middelburg the railway will be carried along the western dyke of the canal, and will enter the town of Middelburg, within which, the station will be situated.

Leaving Middelburg, the railway will touch Arnemuyde on the south, will proceed in the direction of the passage of the Sloe, which will be crossed by the dyke above mentioned, in the direction of the northern dyke of the island of South Beveland.

It will be continued in the same direction, and at the same height as this dyke as far as the village of St. Heer Arendskerke,

above 6000 metres, before arriving at the town of Goes; passing the village of Wissekerke the station of which, will be for the use of travellers arriving from the island of North Beveland.

From thence it will be directed towards Goes, which it will touch on the south, passing afterwards between the villages Kappelle and Biezelinge, and to the north of the villages of Kruiningen and Krabbendyke.

At the latter point the railway is carried again along the sea dyke which it follows to its northern extremity.

Barring of the East Scheldt.

At this place, situated 4000 metres to the north of the fortress of Bath, will commence the passage of the East Scheldt, a distance 8020 metres, by means of a dyke similar to the one which bars the passage of the Sloe.

In order to maintain the navigation of this branch of the Scheldt, a bridge will be constructed in the dyke of 600 metres in length, and with an opening sufficiently large for the vessels frequenting this passage.

The passage will be effected in the direction of the village of Woensdrecht.

From this point on the coast of the Continent, the railway will take a northerly direction, passing along the exterior of the sea dyke, till within 2400 metres of Bergen op Zoom, and crossing the great road from Antwerp, it will approach the fortifications to the east of the place, near the road to Breda

Outline of the 2nd Section.

From that point its course will be easterly, leaving the villages of Wouwe, Rozendaal, Etten, and Princenhage on the south, crossing the river Mark, and touch the fortifications of Breda, on the north of that town, where it will cross the Trunk line from Holland to Antwerp.

Outline of the 3rd Section.

Leaving Breda the railway will take a north easterly direction, as far as the town of Oosterhout, which it will touch

on the south, from the latter place its direction will again be easterly, passing between Loon op Zand, and the numerous and populous villages of the tract of country called Langstraat.

At Loon op Zand the railway communicates with the manufacturing town of Tilburg, situated two leagues from that village.

Between the villages of Cromvoirt and Helvoirt the railway again takes a north-easterly direction, penetrates the entrenched camp, crosses the high road from Eindhoven to Bois le Duc between Fort Isabelle and the village of Vucht, passes at this place the river Dommel, and sweeps around the town of Bois le Duc at a distance of 1400 metres from the fortifications.

It at length crosses the canal of South Willemsvaart at about 600 metres above the No. 1 lock, where will be placed the goods station of Bois le Duc.

Outline of Fourth Section.

From the last mentioned point the railway will follow the east dyke of the South Willemsvaart, in a south-easterly direction, maintaining the same height as this dyke nearly to the town of Helmond.

Outline of the Fifth Section.

Between Helmond and Venloo the line will again take an easterly direction, leaving to the south the villages of Deurne and Severnern.

Peel Marsh.

Between these two villages it crosses the marshes and deep bogs of Peel for the length of nearly two leagues.

On approaching Venlo the line runs to the north of the fort of St. Michel, situated on the left bank of the Meuse, and turning into the defile of the fort crosses the Meuse at this point; it passes afterwards the exterior works of the fortified town of Venlo, reaching the point where the station will be placed, to the south, and at 600 metres distance from the town, between the Meuse and the road to Tegelen.

Outline of the Sixth Section.

On leaving Venlo the railway will run along the right bank of the Meuse, approaching more or less closely to the river, according to the nature of the ground; it passes to the east of the village of Tegelen, and near the villages of Belfeld and Beisel, and more closely the west of the village of Swalmen.

The line after this reaches Ruremonde where the station will be placed on the east, and near the ramparts of the town.

Leaving Ruremonde the railway crosses the river Roer, is directed to the east of the great road from Maestricht, crosses that road near the village of Echt, taking the west of the villages of Susteren and Born, following afterwards the line of the old road from Ruremonde to Maestricht till about 3000 metres from the village of Elsloo, passing to the east of that village, and afterwards approaching the Meuse as closely as the unevenness of the ground will permit, in order to arrive before Wyk, opposite Maestricht, at the point which will hereafter be indicated, for the purpose of connecting the railway from Zealand with that from Aix la Chapelle.

The total length of the line is as follows:—

That of the	First section	63,282	metres
„	Second section	35,496	„
„	Third section	41,534	„
„	Fourth section	33,976	„
„	Fifth section	39,214	„
„	Sixth section	66,618	„
	Total.....	280,120	metres

or 56 leagues of 5,000 metres, (174 English miles).

The localities traversed by the railway are so favorably adapted to its formation, that it can be constructed in straight lines of great length, connected by curves of very large radii. These lines have in some places a length of two, three, or even four leagues; and in fine, on the whole railway the curves form scarcely one-eleventh of the total length.

They are in general of a radius of from 1,000 to 9,000

metres, with the exception of some small curves in or near the stations.

In this respect the line will possess a considerable and unusual advantage.

Section of the Railway.

Notwithstanding the difficulties presented by the passage of the various dykes and arms of the sea in Zealand, and notwithstanding the broken nature of the ground on the right bank of the Meuse, still the localities allow of a very advantageous section being given to the railway.

In fact, the greatest inclinations on the line are of 1 in 400, except only in three places, where the inclinations will be 1 in 333, for lengths respectively of 1360, 500 and 300 metres.

On the whole, throughout the total length of 280,120 metres—

The length of those portions which are a dead level will be	143,388 metres
Those ascending	87,993 „
Those descending	48,739 „
Total	280,120 metres

Finally, the railway will have a mean ascent of 1 in 1000, and a mean inclination of 1 in 1143.

Taking the line from Middelburg to Venlo—

The length of those portions which are on a level will be	114,139 metres
Those ascending	57,239 „
Those descending	42,124 „
Total	213,502 metres

ESTIMATE OF THE COST OF THE RAILWAY.

The works and buildings to be executed will consist of—

1st. The construction of a seaport, and a canal of large section.

2nd. The barring of the arm of the sea called the Sloe, between the islands of Walcheren and South Beveland.

3rd. The barring of the East Scheldt, between the island of South Beveland and North Brabant, with a bridge of 600 metres in length, for the purpose of preserving the navigation open.

4th. The construction of the railway, with all its accessaries, for a length of 280,120 metres (174 English miles), between the towns of Flushing and Maestricht.

After careful investigation and surveys, the above-named works have been estimated to amount to 40,193,153 florins, or £3,349,429, for which amount the concessionary binds himself to execute the works, of every description, to the entire satisfaction of the Government of the Netherlands and that of its engineers.

To the said sum of	fl. 40,193,153
Must be added the cost of locomotives, &c., &c., for working the line ..	2,000,000
Total	fl. 42,193,153

so that the entire cost for constructing the Railway from the ports of Flushing and Middelburg, together with its accessaries, the damming up of the Sloe and that of the Eastern Scheldt, the excavations, fortifications as prescribed by Government, and all the works for constituting a Railway, with double rails, including locomotives, carriages, and waggons, taken upon an average for the whole extent of the line, will amount to fl. 242,489—or £20,200 per mile.

PROBABLE TRAFFIC.

General Observations.

As railways may be considered in many respects as still in their infancy, it was very difficult, till within the last few years, to obtain correct data upon which to estimate the probable traffic on any line of railway. (See the immense traffic of Holland.)

Distinction between local and transit Traffic.

Experience has thrown some light on the question, and has

taught us that, in the first place, it is necessary to distinguish the *internal traffic* from that in transit.

It will be readily acknowledged that the local passenger traffic must be very considerable, and constitute one of the principal sources of railway revenue; for men of the same country, living under the same government, have an infinity of mutual interests to adjust and superintend—interests which give rise to relations which increased rapidity and diminished cost of travelling tend continually to augment.

In many cases it is the same with the carriage of goods; for, in a rich and manufacturing country, the articles of local consumption and production frequently exceed the most active traffic in transit.

The railway from Middelburg to the Rhine, from its special destination as the high road to Germany, from the sea, is, however, an exception to this general rule.

On this line the carriage of goods in transit will be more considerable than the local traffic, as is proved by calculations made for this purpose.

The experience for upwards of ten years of all the railways under construction in the different countries of Europe and the United States, but particularly of those of Belgium, shows that it would be a great error to estimate the passenger revenue from any comparison with the traffic, by the ordinary means of conveyance.

Railways create a new order of things, new relations and new wants arise, and persons whose business had hitherto confined them to their homes cease to be so as soon as long distances are traversed with celerity. The number of travellers in this category is ordinarily very large.

Observations on the method of estimating the number of Passengers.

But how should the number be estimated? Should the number of passengers who travel by the existing roads and by steam and passage-boats be multiplied ten-fold or five-fold. This were an arbitrary mode of estimating the local traffic.

Experience must again be consulted; it teaches us that,

on the Belgian railways, the number of passengers entered at each station has been in proportion with the number of the inhabitants of the commune in which the station is placed; and this proportion varies with the importance of the commune, in an inverse ratio to that importance.

Hence, stations situated in communes of less than 6,000 inhabitants have invariably given passengers in the following proportion:—

Communes of less than 1,000 inhabitants—12·10 passengers to each inhabitant.

Communes of 1,000 to 2,000—11 passengers to each inhabitant.

Communes of 2,000 to 3,000—6·18 passengers to each inhabitant.

Communes of 3,000 to 6,000—4·91 passengers to each inhabitant.

Rural communes and small cities or towns of above 6,000 inhabitants, have shewn 5 passengers to each inhabitant.

Second and third-rate towns of 16 to 25,000 inhabitants—4·31 passengers to each inhabitant.

At first sight, it might be thought that the proportions above indicated were also in proportion to the general population of the country; and that, consequently, a country so populous as Belgium would not afford a fair comparison; but it is certain that in Belgium the action of the railways, with respect to local passenger traffic, is confined within very narrow limits on each side, and that this traffic is produced by the population immediately in contact with the line.

This will explain why it is possible there to establish with success lines which are parallel to those of the State.

As the line from Middelburg to Maestricht is traced precisely in the direction in which the population of three provinces is congregated, in large villages, towns, and cities, which for the most part lay next the railway or only removed a small distance, it may be fairly admitted that the passenger traffic will not be less than in Belgium.

These considerations have led us to adopt for the internal passenger traffic the proportions above stated.

Distances to be travelled by Passengers.

As to the probable distances travelled, we have considered the principal centres of population as the points towards which this traffic will flow.

Transit.

As regards passengers passing through the country, the data necessary for estimating their number are wanting; but as the railway in question will become the trunk line between Germany and England, as well as between Germany and trans-atlantic countries, and as on the other hand that railway will be in communication at two points with the Belgian railways, and in consequence with those of France, it will be admitted that the amount of the passenger traffic would be very considerable. We should certainly be within the reality in estimating this traffic at 40,000 passengers.

Emigrants.

There is yet another class of passengers on the railway—the emigrants to America. The annual emigration from Europe has been estimated at 100,000 persons. These, proceeding from the centre of Europe, seek the ports of *Hamburg, Bremen, Rotterdam,* and *Antwerp,* or that of *Havre.*

To reach *Havre* the German emigrants either descend the Rhine to *Rotterdam,* or take the railway to *Antwerp,* and are brought from these two places by steam-vessels to *Havre.*

It may reasonably be presumed that families would prefer repairing to the port of *Middelburg,* where they could embark immediately on their arrival. One fifth of their number, or 20,000, would be carried over the whole line at the reduced rate of six cents. per league.

Cattle.

It is certain that on one part of the line, the number of Cattle conveyed will be very considerable; cattle being largely

exported to both France and England. This branch of traffic will be unquestionably very productive. It were difficult to determine with exactitude the number of cattle and sheep which would be conveyed upon this line, but we may surmise that it will probably be as follows:—4000 conveyances of sheep, each trip consisting, on an average, of 25 head, and 1000 of oxen and sheep, each trip amounting to 8 head.

(See article of the Times, *in the Appendix, on Provisions and Importations.)*

A steamboat is dispatched every week from Flushing and Middelburg, with sheep for Dunkirk; these average about 13*s.* per head, delivered at Middelburg. From Dunkirk they are sent to Paris, a distance of about 60 leagues, or 180 English miles.

Traffic in Goods—Local.

The calculations from which the produce of the carriage of goods has been estimated, are based on very detailed statistical information, furnished by the *Commercial Authorities* and the *Chambers of Commerce.*

These documents are annexed to this report. We have obtained from them the details of the internal or local traffic, in the manner indicated in the estimates relating thereto, in the appendix.

In calculating this traffic, we have taken in a part of what will continue to be conveyed by water; as we have considered that the railway is designed to create another order of things, and establish such relations between the producer and consumer, as not to need any costly intermedium whatever.

It only remains for us under this head, to notice that the Province of Zealand produces considerable quantities of grain, which is distributed in every direction; and that the facilities which will be given by the establishment of a railway, will induce an increase in the production of this important element of life.

The Province of North Brabant, eminently manufacturing, only awaits more direct and rapid means of communication, to increase its productions on a large scale.

To the above it is imperative to add, that there are two articles which yearly become more important, and the importation of which will be singularly favoured by the establishment of a Railway. We allude to fish and hay.

Fish.

When the Railway uniting Flushing to the Rhine is constructed, England and Holland will be able to send fish caught in the North Sea, to Germany, with the greatest facility; and it is estimated that 20,000 tons of fish will yearly be sent to central Europe.

Hay.

The very high price of hay in London induces the Dutch to send a portion of their stock to that market. The importation will increase when the method for compressing it into a small compass has been adopted, thereby rendering it more transportable by the Railway and steamers. The actual exportation of hay is estimated at 24,000 tons, a portion of which is sent to England; and as it will then be easy to send all that is now exported with advantage, we shall estimate the quantity at 24,000 tons, to be conveyed upon a distance of about 20 leagues or 60 miles.

Goods in Transit.

The establishing of the Railway from Middelburg to the Rhine being principally to facilitate the conveyance of merchandise to Germany, this branch will naturally create the most considerable revenue to the line. It is, however, necessary to distinguish the transit of goods which the Dutch send to the Rhine, and that of British manufactures introduced into Germany. We shall, therefore, estimate these two branches separately, and base our calculations upon the official statistics extracted from the Commercial Tariff of the Board of Trade of England, and the Tables of the Revenue and Commerce of 1844.

With respect to the trade of Belgium and the Netherlands, we shall merely remark, that in conformity with the Reports recently published, the following are the number of vessels which enter the undermentioned ports annually, viz.—

Amsterdam	2083	vessels,	averaging	347,411	tons
Rotterdam	1376	„	„	297,560	„
Middelburg	67	„	„	13,400	„
and Antwerp	1300	„	„	209,273	„
	4826	vessels.		867,644	tons.

When the port of Middelburg will be improved, or, in other words, when this ancient commercial metropolis shall be gifted with a new harbour, accessible to large vessels in all weathers, placed in direct communication with Germany, France, and Belgium, by the formation of a Railway, we may presume that Middelburg will participate *one fourth*, at the very least, in the above-named trade, which we estimate at 1200 vessels, averaging 217,000 tons.

The British statistics alluded to above, mention that Amsterdam and Rotterdam export to the Rhine from 50,000 to 60,000 tons of goods annually. It may reasonably be expected, under these circumstances, that Middelburg will share in the exports of these two ports, and share in the imports and exports of Antwerp. It is estimated that the exports to the Rhine amount to 60,000 tons, and we consider that Middelburg will export at the very least 5000 tons of goods by the Upper Meuse, *viâ* Maestricht, and an equal quantity for the northern provinces, which will pass through Bois-le-duc. The tables already alluded to demonstrate all the advantages to be derived from this important line, and shew that the trade between Great Britain and Germany amounts to 187,820 tons, coals not included. We must, however, remark, that this account of tonnage does not include the trade with Prussia, Hanover, and Austria.

When we take into consideration all the difficulties and delays which the navigation of rivers present, the advantages

of a direct line from Flushing to Dusseldorf are incontestible, and advantageous to England in particular; for we deem ourselves warranted to admit, that goods to the amount of 187,820 tons will be forwarded to and from England upon the extent of this line; for if it be likely that this trade continue to be carried on, in a certain proportion, by means of the northern ports, it is also probable that the difference will be amply compensated by the trade with Hanover and Prussia, which we have not taken into consideration. There can be no doubt but that the system of Free Trade will give a great impulse to the commercial relations between Great Britain and Germany.

Exports of the Northern Provinces of the Netherlands.

The exports from the northern provinces of Holland will form another source of revenue to the railway.

It is shown, by a circular published by the Belgian Consul at Grœningen, that this latter province transmits annually into Belgium, 11,102 tons of corn; 800 tons of wax in cakes; and 90 tons of butter.

These articles transmitted by the railways from Grœningen, and from Overyssel, in course of construction, would probably be carried on by the proposed railway from Nimmegen to Veghel, and be conveyed by the Zealand railway as far as Breda.

Revenues of the Harbour of Middelburg and of the passage of Sloe.

To the revenues of the railway must be added those of the harbour of Middelburg, as well as the Tolls on the passage of the Sloe.

To estimate the produce of these sources, we have taken as a ground work the probable maritime traffic of the harbour of Middelburg, and that of the coast navigation, which is at present carried on by the passage of the Sloe, between the islands of Walcheren and South Beveland, and which would in the sequel be carried on through the canal across the first of these islands.

Taking the existing navigation, as laid down in authentic sources of information, as a base, we arrive at a minimum result,

estimated at fl.146,288 in the appendix not including an annual subsidy, which the province of Zealand appears disposed to grant, in favor of the enterprise of establishing the new harbour.

The Article of Coal.

In addition to the revenue, which would arise from the commercial traffic detailed in the preceding pages, the railway from Middelburg to the Meuse, possesses a very considerable element of future prosperity, from its reaching from the sea on one hand, to the coal mines of Kerkenrade, near Maestricht, on the other.

This circumstance will permit the introduction from the sea-side into the interior of the country, the coal of England and Belgium, and on the part of the Meuse, that of the coal procured from the above-mentioned mines of Kerkenrade.

To arrive at an approximating estimate of the traffic which would arise therefrom, we will make use of the result of inquiries instituted in Belgium on the consumption of coals; now it follows from the comparative statistics of the commercial octrois in Belgium by M. Dethenn, that the mean consumption of coal may be estimated at 662 kilogrammes to each inhabitant in Brabant.

It certainly may not be admitted that in the provinces of of Zealand and North Brabant the consumption of coals would become so considerable as in the Belgian provinces; but it would not perhaps be far from the truth to suppose that this consumption might, in the sequel, attain the amount of 450 kilogrammes to each inhabitant—two-thirds of the quantity consumed in Belgian Brabant.

The three provinces traversed by the railway have altogether a population of 752,465 souls; and will consume, at this rate, about 340,000 tons of coal, which it may be reckoned will be conveyed by the railway for a distance of ten leagues. This, at the rate of 20 cents per league, will give a revenue of 680,000 florins—a revenue estimated by us only at one half.

Increase and Damming of Alluvial Land.

We have already observed in the commencement of this notice, that the alluvial soil round the islands of Zéeland, increases rapidly. The deposits of this soil causes the endykement of the *polders*,* and they become of considerable value. When the ingenuity and industry of man favours this natural tendency, land is formed with inconceivable rapidity. Those who are acquainted with the nature of the waters which intersect these islands, and the works which are yearly constructed there, can vouch for the truth of our observations; and nothing favours the increase of land more than the damming those arteries of the sea which separate the Zéeland islands. We therefore expect, in consequence of the works necessary for forming the Railway, that the passage of the Sloe will soon be filled up, and that that part of the island of South-Beveland, situated on the Eastern part of the Scheldt, which was swallowed up by the waters of that river, will soon be recovered from the sea. The result will be, that in the course of a few years a large tract of land will be surrounded with Dykes, at a comparative little cost, productive of incalculable benefits to the Company.

ABSTRACT OF THE PRESUMED RECEIPTS OF THE RAILWAY.

From the foregoing notice, we have estimated the revenue of the Railway and its dependencies as follows :—

1st. 950,000 passengers travelling for a distance of 5·69 leagues at fl.0·905 per passenger.....	fl.860,057
2nd. 40,000 passengers, travelling a distance of 37·75 leagues at fl.7·994 per passenger.....	319,760
3rd. 20,000 emigrants travelling 41 leagues, at fl.2·46 per emigrant	49,200
Carried forward	fl.1,229,017

* Pasturage Land.

Brought forward.....	fl.1,229,017
4th. Local carriage of goods 179,133 tons, conveyed over a distance of 17,98 leagues, at fl.4·5924 per ton	822,642
5th. Conveying of beasts and sheep, say,	
1000 conveyances of beasts, at fl.7·56.....	7,560
4000 „ sheep, at fl.7	28,000
(See Memorandum above named.)	
6th. Conveying fish to Germany, 20,000 tons, fl.9.60	192,600
7th. Ditto hay to England, 24,000 tons, fl.4·50....	108,000
8th. Ditto of goods resulting from the trade of Holland with Germany and the Upper Meuse, 70,000 tons, at fl.10,513	735,891
9th. Conveying goods forwarded from the northern provinces to Belgium 11,992 tons, conveyed for about 11·4 leagues, at fl.2·669 per ton.....	32,018
10th. Goods in transit, arising from the trade of Great Britain with Germany, 187,820 tons, at fl.10,539.....	1,979,456
11th. Receipts from luggage belonging to passengers, small packages, specie, &c.	147,806
12th. Product of the tolls on the canal and harbour of Middleburg, and on the passage of the dyke on the Sloe.....	146,288
13th. Conveying 170,000 tons of coal	340,000
Total.....	fl.5,768,678

Cost of Working and Maintaining.

As a large number of packages may be conveyed by mixed trains of passengers and goods, so as to make use of all the power of the engines, and as besides the trains of goods in transit, may always be fully loaded, the railway under consideration is capable of being worked in a very advantageous manner.

The plan and the section of the line having so few curves, and being without steep inclines, will, in addition, render the locomotion very easy and inexpensive.

These considerations lead us to estimate the annual cost of maintaining and working the line, including the maintenance of the Canal and Harbour of Middelburg, as well as of the passages of the Sloe, and the East Scheldt, at 40 per cent. of the *gross revenue* above specified.

The gross revenue being estimated at fl.5,768,678
And the expenditure for working the line, salaries, &c., &c., at 2,172,111

Leaves a net annual profit of..... fl.3,596,567
or about 8 per cent. on the capital required for the construction of the Line, its accessaries, and for the material for working the same.

This revenue may be considerably augmented, in consequence of the operations for draining the alluvial land, which the formation of the Line will greatly facilitate. The foregoing calculations are only established upon the commercial enterprize of the day, and the actual state of the country through which the Line will be formed. There can be no doubt but that a railway, so favourable to trade in general, will contribute rapidly to develop commerce, and create a source of great prosperity, to the advantage of the country and the undertaking.

(Signed) THEMMEN,
The Engineer, Surveyor of the Line.

Middelburg, 23*rd January*, 1846.

APPENDIX.

Statement of the Value of **Imports** into, and **Exports** from, the Netherlands, distinguishing the **Countries** Traded with.

COUNTRIES.		IMPORTS.	EXPORTS.
		fl.	fl.
Germany and the Rhine		11,561,500	64,258,000
England		48,427,000	22,538,500
France		9,053,000	13,147,500
North America	United States	17,303,000	2,288,500
	Other places	..	
Hanse Towns		5,460,000	7,894,000
Prussia		5,907,500	5,071,500
Italy	Tuscany 592,500	1,135,500	23,000
	Two Sicilies 368,000		8,320,000
	Sardinian States 175,000		
	Roman States		
Foreign West Indies	Cuba and Porto-Rico 8,224,000	8,473,500	488,500
	Hayti 249,500		
	Other places		
Belgium		3,255,000	5,534,500
Russia		3,720,500	2,321,000
South America	Brazil	3,689,000	61,500
	States of the Rio-de-la-Plata	1,052,000	
	Other places	..	
Norway	3,432,000	3,913,000	464,500
Sweden	481,000		340,500
Hanover		1,356,500	776,500
Denmark		904,000	1,007,000
Portugal		1,058,000	428,000
Spain		968,500	450,000
Austria		625,500	43,000
China		565,500	
Turkey		340,000	41,000
Other Countries		416,000	86,500
Dutch Colonies	East Indies	57,819,500	11,879,000
	West Indies	6,110,500	2,016,000
	Florins	193,114,500	149,478,500
	Total £	16,092,875	12,456,542
	Total of 1839 Florins	197,935,500	143,696,000
	£	16,494,265	11,974,667

An analysation of this table gives us the proportion per cent. of the trade carried on with Holland by each Country.

German States	Germany and the Rhine	23.2
	Hanse Towns	3.6
	Prussia	4.0
	Other countries	0.8
England		22.0
France		6.6
North America (United States)		3.9
Austria, and other Italian States		2.3
Spanish Antilles and Hayti		1.7
Belgium		1.9
Russia		2.9
Brazil, and States of the Rio-de-la-Plata		0.9
Sweden and Norway		1.9
Spain and Portugal		0.8
Denmark		0.4
Dutch Indies		22.5
Other Countries		0.6
	Total	100.0

But to show that this trade will be of any advantage to the Flushing Railway, we must go further into detail. We have to ascertain of what articles the trade of Holland with England consists, and of what articles again her trade with the German States and with Austria consists.*

The principal articles of which the Dutch Trade was composed in 1840, were as follows:—

IMPORTS.

ARTICLES.	Value. fl.	Principal Countries imported from.	fl.
Threads and Tisues of Cotton	21,227,800	England	19,261,800
		Germany and the Rhine	743,500
		Belgium	664,500
		France	556,500
Wool	4,936,000	England	4,331,000
		France	383,300
		Germany and the Rhine	131,500
Silk	4,797,500	Germany and the Rhine	3,531,000
		England	747,500
		France	468,500

* By a decree of 28th September, 1816, accounts are kept in florins of 100 cents; twelve florins are equal to rather more than one pound sterling.

IMPORTS.—Continued,

ARTICLES.	Value. fl.	Principal Countries imported from.	fl.
Threads and Tissues of *(continued)*			
Hemp and linen ..	984,500..	England	525,850
		Germany and the Rhine	164,500
		Belgium	122,000
		Russia	82,500
Other kinds	10,279,250..	England	4,216,000
		United States ..	2,848,000
		Germany and the Rhine	1,043,500
		France	965,500
		Hanse Towns	410,750
		Surinam	352,000
Coffee	33,701,000..	Dutch Indies	31,859,000
		Brazil	997,500
		England	539,000
		Hayti and Cuba ..	179,500
Sugar	29,367,000..	Dutch Indies	14,926,500
		Cuba and Porto-Rico ..	7,876,000
		Hanse Towns	2,732,500
		Brazil	2,627,000
		England	1,030,500
Dyes and colours	11,919,000..	Dutch Indies	7,118,000
		England	3,474,000
		France	413,500
Tobacco	10,518,500..	United States ..	9,109,500
		Hanse Towns	595,000
		England	343,500
		Dutch Indies	317,500
Metals, raw and manufactured.			
Nails, iron-wire, &c...	1,614,000..	England	904,000
		Belgium	314,500
		Germany and the Rhine	287,000
Other descriptions ..	7,504,500..	England	3,196,500
		Dutch Indies	3,163,500
		Sweden and Norway ..	324,500
		Hanse Towns	252,500
		Germany and the Rhine	207,500
Corn and meal.			
Wheat, rye, and meal	6,654,000..	Prussia	3,767,500
		Germany and the Rhine	2,042,000
		Russia	221,000
Barley, oats, &c. ..	927,500..	Prussia	323,000
		Germany and the Rhine	197,500
		Russia	186,000
		Denmark	146,000
Spirituous liquors.			
Wine, brandy, & spirits	4,702,500..	France	2,828,000
		Germany and the Rhine	945,500
		Spain and Portugal ..	579,500

IMPORTS.—Continued.

ARTICLES.	Value. fl.	Principal Countries imported from.	fl.
Spirituous Liquors *(continued)*			
Rum, &c.	1,296,000..	Dutch Indies	1,157,500
Cotton and wool	4,623,000..	United States ..	1,840,500
		England	1,736,000
		France	678,000
		Dutch Indies	335,000
Wood.			
Manufactured ..	3,051,500..	Sweden and Norway ..	1,894,000
		Russia	590,000
		Prussia	360,000
Dyed	817,000..	England	277,500
		United States ..	240,500
		Hayti	107,500
Cabinet-work ..	79,000..	United States ..	35,000
		Hanse Towns	18,500
Oleaginous grain	3,958,000..	Hanover	1,198,500
		Russia	858,000
		Prussia	658,500
		Denmark	604,500
Leather and skins . ..	3,181,500..	Rio-de-la-Plata ..	965,000
		England	768,500
		Dutch Indies	483,500
		France	352,000
Spices and provisions ..	3,043,000..	Dutch Indies	2,181,500
		England	387,000
		United States ..	237,000
		France	82,500
Oils for use in the arts ..	2,380,000..	Norway	858,500
		United States ...	646,500
		England	379,000
		Prussia	146,500
		Hanse Towns	132,500
Rice	2,069,000..	Dutch Indies	981,000
		England	779,500
		United States ..	282,000
Fruits, dry and fresh ..	1,996,000..	Spain and Portugal ..	551,500
		France	361,000
		England	357,000
		Austria	247,000
		Greece	165,000
		Two Sicilies and Tuscany	135,000
Coals	1,644,000..	England	1,219,500
		Belgium	235,500
		Germany and the Rhine	189,000

IMPORTS.—Continued.

ARTICLES.	Value. fl.	Principal Countries imported from.	fl.
Haberdashery and Hardwares	1,486,000..	England	512,000
		France	448,500
		Germany and the Rhine	387,000
Hemp and linen	1,484,000..	Russia	1,040,500
		Prussia	371,000
Tallow, &c.	1,396,000..	United States ..	881,500
		England	255,500
		Russia	101,500
		France	59,000
Tea..	1,376,000..	China	565,500
		Dutch Indies	498,000
		United States ..	154,000
		Hanse Towns	83,000
Drugs for medicine, &c. ..	1,324,000..	England	429,000
		Germany and the Rhine	198,500
		France	169,500
		Dutch Indies	137,000
		Turkey	105,000
Porcelain, pottery, and delf	958,000..	England	526,500
		Belgium	265,000
		France	109,500
Ashes, &c...	771,500..	United States ..	288,000
		Russia	172,000
		Tuscany	167,000
Chemical salts and products	663,500..	England	408,500
		Spain and Portugal ..	84,000
		Germany	45,000
Horsehair, feathers, &c. ..	566,500..	England	201,500
		Rio-de-la-Plata ..	86,500
		Germany and Prussia	84,500
		France	64,000
		Russia	63,000
Fish, fresh and salted ..	509,500..	Norway	499,500
Pitch, tar, and resins ..	437,500..	United States ..	146,000
		Russia	116,500
		France	87,500
Glass, glasswares, and chrystals	395,500..	Belgium	250,000
		Germany and the Rhine	74,000
		France	42,500
Wool	363,000..	Hanse Towns	107,500
		Germany and the Rhine	65,500

IMPORTS.—Continued.

ARTICLES.	Value. fl.	Principal Countries imported from.	fl.
Wool, *continued.*		England	62,000
		Austria	46,000
Gums	236,500..	England	132,000
		France	62,000

EXPORTS.

		Principal Countries exported to.	fl.
Thread and Tissues of Cotton	21,184,500..	Germany and the Rhine	12,690,000
		Dutch Indies	7,979,000
Silk	4,519,500..	England	1,891,000
		France	1,824,000
		Germany and the Rhine	682,000
Wool	2,525,000..	Germany and the Rhine	1,618,500
		Dutch Indies	405,000
		Hanse Towns	112,500
Hemp and linen ..	1,439,000..	Germany and the Rhine	602,000
		Dutch Indies	402,500
		North America ..	100,000
		Hanse Towns	71,500
Other kinds	912,500..	France	715,000
		Dutch Indies	141,000
Sugar.			
Refined	25,648,500..	Germany and the Rhine	11,963,000
		Italian States ..	7,256,500
		Prussia	2,887,500
		Hanse Towns	1,873,500
Raw	3,311,000..	Germany and the Rhine	1,793,500
		Belgium	574,500
		Prussia	266,500
		England	261,500
		France	210,000
Coffee	18,131,000..	Germany and the Rhine	7,990,000
		France	2,701,500
		Belgium	2,230,000
		Hanse Towns	1,896,500
		England	1,343,500
		North America ..	694,000
		Prussia	511,000
Dyes and colours	12,053,000..	Germany and the Rhine	6,706,000
		England	1,566,000
		Prussia	1,057,000
		France	989,000
		Hanse Towns	534,000
		Belgium	530,000

EXPORTS.—Continued.

ARTICLES.	Value. fl.	Principal Countries exported to.	fl.
Cheese and butter (native)	11,349,000..	England	9,510,500
		France	506,000
		Hanse Towns	444,000
Metals, raw and manufactured.			
Nails, iron-wire, &c. ..	1,244,000..	Dutch Indies	323,500
		France	235,500
		Germany and the Rhine	196,000
		Prussia	183,500
		Hanse Towns ..	110,000
Other descriptions ..	6,194,000..	Germany and the Rhine	2,670,500
		France	1,345,500
		Dutch Indies	1,053,000
		Hanse Towns	345,500
		Belgium	311,000
Tobacco, leaf and roll.			
Foreign	2,988,000..	Germany and the Rhine	2,126,500
		Belgium	380,000
		France	214,000
Dutch Colonies ..	889,500..	Hanse Towns	235,000
		Denmark	201,500
		France	120,000
		Italy	108,000
Tobacco, manufactured ..	805,500..	Germany and the Rhine	371,000
		Prussia	130,500
		Belgium	110,500
		Italy	68,500
Corn and meal	4,293,500..	England	1,611,500
		Germany and the Rhine	928,500
		Belgium	894,000
		France	439,500
Oil	3,880,500..	Germany and the Rhine	3,377,500
		Prussia	140,000
		Sweden and Norway ..	82,500
Hemp and linen	2,752,500..	England	2,562,000
Cotton and wool	2,528,500..	Germany and the Rhine	1,915,000
		Hanse Towns	297,000
		France	142,500
		Prussia	79,500
		Russia	69,500
Leather and skins	2,371,500..	Germany and the Rhine	1,545,500
		France	430,000
		England	196,000
Spirituous liquors.			
Wines & spirits, foreign	946,000..	Germany and Prussia	372,000
		Dutch Indies	241,500
		England	111,000

EXPORTS.—Continued.

ARTICLES.	Value. fl.	Principal Countries exported to.	fl.
Spirituous Liquors *(continued)*			
Spirits, native gin, &c.	1,373,500..	England	474,500
		Dutch Indies	375,500
		Germany and the Rhine	206,000
		United States ..	86,500
Spices and provisions ..	2,235,000..	Germany and the Rhine	727,000
		England	353,500
		Hanse Towns ..	346,000
		Prussia and Hanover	253,000
		United States ..	221,000
Wood.			
Dyed	1,319,500..	Germany and the Rhine	707,000
		France	245,500
		England	139,500
Cabinet-work.. ..	183,000..	Germany and the Rhine	70,000
		Dutch Indies	46,500
Oleaginous grain	1,279,000..	Germany and the Rhine	582,500
		England	523,500
Drugs for medicine, &c. ..	1,237,500..	Germany and Prussia .	471,000
		France	260,500
		Dutch Indies	178,500
		England	140,000
Chemical salts, &c. ..	1,205,000..	Germany and Prussia	876,500
		France	118,500
Haberdashery and hardwares.			
Of Nuremburg ..	295,000..	Dutch Indies	88,000
		England	73,000
		France	51,000
Of other places ..	777,000..	Germany and Prussia..	176,000
		Hanse Towns ..	104,500
		France	94,500
		Dutch Indies ..	89,000
		Spain and Portugal ..	76,000
Tallow, &c..	821,000..	Germany and Prussia..	526,000
		Russia	199,500
Fish, fresh and salt ..	752,500..	Germany and the Rhine	309,500
		Dutch Indies ..	264,000
		Russia..	48,000
Pitch, tar, and resins ..	709,000..	Germany and the Rhine	597,000
Wool	620,000..	Belgium	285,500
		France	257,500
Fruit, dry and fresh ..	615,000..	Germany and the Rhine	471,000
		England	37,500

EXPORTS.—Continued.

ARTICLES.	Value. fl.	Principal Countries exported to.	fl.
Horsehair, feathers, &c. ..	595,000..	Germany and the Rhine	250,000
		France	197,500
		England	73,000
Pottery, porcelain, and delf	537,500..	Dutch Indies	240,000
		Germany and the Rhine	105,000
		Hanse Towns	51,500
Earths, stones, bricks, &c. ..	455,000..	Hanse Towns	89,500
		Dutch Indies	83,000
		France	77,000
		Germany and Prussia	44,000
Gums	430,500..	Germany and the Rhine	307,500
		France	111,500

The preceding tables shew that Holland imported from England in the year 1839, threads and tissues of various kinds of the value of 24,866,150 florins, and that the exported articles of the same kind to Germany, Prussia, and the Rhine, of the value of 15,592,500 florins. That she imported from England cotton and wool to the value of 1,736,000, and exported to Germany, Prussia, and the Rhine the same articles to the value of 1,994,500. That she imported from Germany, Prussia, and the Rhine, silk to the value of 3,531,500 florins, and exported to England silk to the value of 1,891,000. That she imported from Germany, Prussia, and the Rhine, corn and meal to the value of 5,809,500 florins, and exported to England, in despite of a protective duty, to the value of 1,611,500.

That she imported from England coal to the value of 1,219,500 florins for home consumption, that she exported to England cheese and butter of native produce to the value of 9,510,500.

Nor can it be said that this enormous commerce was the result of adventitious circumstances—peculiar to the one year we are quoting. The following tables include the years 1838, 1839, and 1840, also those of 1844, see page 54.

Foreign and Colonial Merchandize exported from the United Kingdom to Holland.

ARTICLES.		1838.	1839.	1840.
Ashes, pot and pearl	cwt.	104	2,236	2,193
Cassia lignea	lbs.	25,558	17,222	83,402
Cinnamon	"	10,598	12,692	16,399
Cloves	"	57	604	....
Cochineal	"	15,112	38,840	43,731
Cocoa	"	9,702	83,499	141,811
Coffee	"	2,049,220	3,119,325	1,588,950
Copper, unwrought	cwt.	34	4,451	1,592
Corn, meal, and flour, viz.—				
Wheat	qrs.			
Barley	"			
Oats	"			
Peas and beans	"			
Rye	"	54	3,161	
Wheat-meal and flour ..	cwt.	....	7	5
Cortex peruvianus, or jesuit's bark	lbs.	20,409	214,508	69,425
Cotton piece goods ..	India pieces	2,067	3,698	2,972
—— manufactures, entered at value	£	89	145	529
Dyewoods, viz.—logwood ..	tons	345	155	510
Furs, bear	No.	....	291	133
—— marten	"	494	....	222
—— musquash	"	36,000	....	10,893
—— otter	"	....	....	627
Ginger	cwt.	252	453	482
Gum, arabic	"	559	1,155	942
—— lacdye	lbs.	138,448	41,150	16,747
—— shellac	"	194,093	239,188	415,880
Indigo	"	769,220	605,111	640,150
Iron, in bars	tons	118	....	1
Lead, pig	"	456	844	362
Linens	sq. yds.			
Ditto, at value	£	48	36	7
Mace	lbs.	714	678	
Nutmegs	"	2,529	865	677
Opium	"	1,975	1,876	211
Pepper	"	387,564	991,988	310,223
Pimento	"	85,322	285,350	200,909
Quicksilver	"	49,827	989	7,655
Rhubarb	"	21,613	6,632	14,509
Rice	cwt.	17,359	52,341	89,489
Saltpetre and cubic nitre, unrefined	"	14,379	10,699	16,547
Silk, raw and waste	lbs.	41,249	43,769	24,003
—— foreign, thrown	"	6,365	2,095	
—— manufactures of Europe, entered by weight	"	....	37	
—— manufactures of India, viz.—				
Bandannoes, romals, and handkerchiefs	pieces	8,435	7,884	6,685
Crape shawls, scarfs, and handkerchiefs	No.	4	21	72

ARTICLES.	1838.	1839.	1840.
Silk — Taffeties, damasks, and other silks, in pieces .. pieces	124	55	54
Skins, deer .. .. .. No.	17,115	17,666	60,463
—— goat .. .. .. „	21,925	9,948	570
Spelter .. .. cwt.	....	....	81
Spirits, rum .. .. proof galls.	48,301	38,242	38,102
—— brandy .. .. .. „	6,808	3,066	2,743
—— geneva .. .. .. „	66	8,742	1,458
Sugar, unrefined.. .. .. cwt.	92,924	12,905	24,398
Tea .. .. lbs.	69,655	423,480	25,593
Tin .. .. cwt.	5,498	1,988	1,891
Tobacco, unmanufactured .. lbs.	862,655	1,158,089	1,446,866
——— foreign manufactured, and snuff .. .. „	15,649	6,732	19,840
Wine, of all sorts .. .. galls.	21,656	23,641	33,984
Wool, cotton .. .. .. lbs.	8,285,998	9,381,974	7,362,977
—— sheep's .. .. .. „	41,399	101,262	88,533

British and Irish produce and Manufactures exported from the United Kingdom, to Holland.

ARTICLES.	1838. Declared Value.	1839. Declared Value.	1840. Declared Value.
	£	£	£
Apparel, slops, and haberdashery ..	13,901	14,861	11,506
Arms and ammunition	1,120	12,283	5,574
Bacon and hams..	11		
Beef and pork	9		
Beer and ale	700	861	989
Books, printed	3,980	3,397	3,902
Brass and copper manufactures.. ..	86,369	114,473	114,164
Butter and cheese	120	129	88
Coals, culm, and cinders	51,122	64,433	62,737
Cordage	35	....	270
Cotton manufactures, entered by the yard	580,322	605,613	540,746
—— hosiery, lace, and small wares ..	53,719	70,283	61,476
—— twist and yarn	1,864,529	1,729,690	1,642,151
Earthenware of all sorts	27,871	25,230	28,905
Fish, herrings	....	....	1,876
Glass, entered by weight	2,226	2,214	2,141
—— ditto at value	114	....	....
Hardware and cutlery	36,018	38,686	38,916
Hats, beaver and felt	180	320	103
Iron and steel, wrought and unwrought	224,896	229,208	234,769
Lead and shot	3,745	6,069	37,553
Leather, wrought and unwrought ..	5,476	6,753	6,684
—— saddlery and harness	752	1,003	668

ARTICLES.	1838. Declared Value.	1839. Declared Value.	1840. Declared Value.
	£	£	£
Linen manufactures, entered by the yard	9,448	4,986	5,568
Thread, tapes, and small wares.. ..	2,002	2,631	4,496
Yarn	50,578	69,302	66,134
Machinery and millwork	48,847	48,278	49,293
Painters' colours	9,990	10,793	8,400
Plate, plated ware, jewellery, and watches	2,828	4,698	5,124
Salt	6,885	11,555	14,823
Silk manufactures	23,154	14,306	9,487
Soap and candles	1,022	1,340	1,615
Stationery, of all sorts	2,534	2,682	2,899
Sugar, refined	43	769	253
Tin, unwrought	2,075	2,550	2,700
Tin and pewter wares and plates ..	11,538	9,601	9,597
Wool, sheep, and lambs..	2,328	3,225	2,250
Woollen and worsted yarn	69,488	81,428	95,435
—— manufactures, entered by the piece	265,232	287,623	228,995
—— ditto, by the yard	21,064	19,488	25,703
—— hosiery and small wares	13,207	10,727	9,746
All other articles..	49,951	52,304	78,474
Total declared value	3,549,429	3,563,792	3,416,190

Statement of the principal Articles of Foreign and Colonial Merchandize imported into the United Kingdom from Holland.

ARTICLES.		1838.	1839.	1840.
Ashes, pot and pearl	cwt.	100		
Bark for tanning or dyeing ..	,,	186,786	194,153	171,735
Bristles	lbs.	4,460	6,356	3,466
Butter	cwt.	164,314	139,239	157,802
Cheese	,,	225,694	209,547	224,957
Cinnamon	lbs.	..	..	766
Cloves	,,	124,966	11,312	105
Cochineal	,,	385		
Coffee	,,	337,298	414,862	471,442
Corn, wheat	qrs.	82,010	116,480	50,612
—— barley	,,	..	13,057	5,584
—— oats	,,	23,681	101,336	50,215
—— rye	,,	130	6,170	
—— peas and beans	,,	4,776	19,109	12,684
—— wheat-meal and flour ..	cwt.	..	1,474	175
Cortex peruvianus, or jesuit's bark	lbs.	..	1,405	
Cotton piece goods of India ..	pieces			
Cotton manufactures, entered at value	£	14,129	31,466	35,517

ARTICLES.		1838.	1839.	1840.
Flax and tow, or cordilla of hemp and flax	cwt.	191,602	160,487	113,108
Furs, fitch	No.	3,800	14,517	13,332
—— marten	,,	1,726	7,054	1,338
Hats, straw	,,	2	118	4
Hemp, undressed	cwt.	316	285	909
Hides, untanned	,,	8,218	3,651	566
Indigo	lbs.	5,551	298	
Iron, in bars	tons	.. ..	1	30
Leather gloves	pairs	319	1,633	12
Linens, plain and diaper, entered by the piece		14	912	
—— ditto, by the square yard	sq. yds.	.. ..	16	43
—— ditto, at value	£	65	138	322
Mace	lbs.	3,613	4,155	5
Madder	cwt.	24,856	35,869	47,575
Madder root	,,	298	102	349
Nutmegs	lbs.	110,487	121,146	25,146
Oil, olive	galls.	12	2,409	1,861
Opium	lbs.	270	346	
Pepper	,,	4,465	1,372	2
Raisins	cwt.	.. ..	1,018	
Rhubarb	lbs.			
Rice	cwt.	.. ..	2	
Seeds, clover	,,	14,876	18,088	21,196
—— flax-seed and linseed	bushels	45,630	55,126	66,727
—— rape	,,	3,576	8,329	1,746
—— tares	,,	444	2,154	46,820
Silk, raw and waste	lbs.	59,397	81,112	204,060
—— thrown	,,	5,157	6,765	28,648
Silk manufactures of Europe, &c., entered by weight	,,	19,408	17,768	17,678
Silk manufactures of India, viz.—				
Crape, in pieces	pieces	58	45	
Crape shawls, scarfs, and handkerchiefs	No.			
Taffeties, damasks, and other silks, in pieces	pcs.			
Skins, calf and kip, untanned	cwt.	5,800	3,840	3,845
—— goat, undressed	No.	3,648	14,882	6,054
—— lamb, ditto	,,	700	1,377	7,930
Smalts	lbs.	16,155	12,050	15,123
Spelter	cwt.	269	8	
Spirits, brandy	proof galls.	2,560	1,301	645
—— Geneva	,,	483,084	575,554	676,404
Sugar, unrefined	cwt.	.. ..	3,476	24,891
Tea	lbs.	72,802	185,213	132,396
Tin	cwt.		618	275
Tobacco, unmanufactured	lbs.	243,971	559,240	55,330
—— manufactured, and snuff	,,	585	12,002	694
Wool, cotton	,,	73,434	67,694	10,848
—— sheep's	,,	138,340	299,895	46,247
Wine, of all sorts	galls.	74,941	86,903	74,992

STATEMENT of the Shipping employed between the United Kingdom and Holland, from 1834 to 1840 inclusive.

INWARDS.

YEARS.	BRITISH.		FOREIGN.		TOTAL.	
	Ships	Tons.	Ships.	Tons.	Ships.	Tons.
1834 ..	1011	137,546	646	67,230	1657	204,776
1835 ..	1021	150,387	556	56,622	1577	207,009
1836 ..	1026	143,285	555	48,953	1581	192,238
1837 ..	1164	159,397	559	52,968	1723	212,365
1838 ..	1191	177,778	740	67,704	1931	245,482
1839 ..	1413	215,349	853	74,390	2266	289,739
1840 ..	1366	212,503	790	69,770	2156	282,273

OUTWARDS.

YEARS.	BRITISH.		FOREIGN.		TOTAL.	
	Ships.	Tons.	Ships.	Tons.	Sh ip	Tons.
1834 ..	877	120,584	597	64,214	1474	184,798
1835 ..	936	142,819	546	55,870	1482	198,689
1836 ..	945	139,172	576	51,853	1521	191,025
1837 ..	1055	150,576	549	50,596	1604	201,172
1838 ..	1112	168,849	628	52,121	1740	220,970
1839 ..	1320	204,650	737	60,757	2057	265,407
1840 ..	1352	217,665	781	65,543	2133	283,207

On one point more we claim attention. We submit that a large proportion of goods brought from England to Holland, and going direct to the Rhine, must in a short time avail themselves of the Flushing Railway. The saving of time and money must bring this traffic over that line. The following statements bearing materially upon this point, are also extracted from Mr. MacGregor's invaluable compilation.

STATEMENT exhibiting the Import, Export, and Transit of Holland, in the Spun and Woven Manufactures, during the Year 1841.

Description of Goods.		Import.	Export.	Transit.
Cotton Yarns, not dyed ..	net kils.	9,200,000	20,000	5,480,000
„ dyed	do.	1,000,000	25,000	775,000

The imports of undyed yarns are almost all from England, and the export and transit of the same to Germany. The remaining 3,700,000 kilogrammes being for the consumption of this country, and used by the manufacturers in Overyssel, North Brabant, Haarlem, &c.

The imports of dyed yarn are from England to the extent of three-fourths, and the export and transit for Germany.

Description of Goods.		Import.	Export.	Transit.
		fl.	fl.	fl.
Manufactures of cotton, white and printed..	value	13,000,000	5,350,000	2,550,000
	sterling	£1,083,333		

N.B.—One-half of the imports are from England, the exports almost entirely to the East Indies, as well as half of the transit. The remaining exports and transit go to Germany chiefly by smuggling, as also to Belgium.

In 1840 the export and transit to the East Indies was about two millions more, and in 1842 it will be still less than now, the *Maatschappy* having diminished their orders considerably.

Description of Goods.		Import.	Export.	Transit.
WOOLLENS.		fl.	fl.	fl.
Yarns, undyed	kilogr.	200,000	2,000	200,000
„ *dyed*	„	350,000	3,000	260,000
The imports almost all from England, and the transit to Germany.				
Woollen manufactures and imports.	„	1,100,000	25,000	475,000
Seven-eighths from England: export and transit to Germany.				
Cloths and kerseymeres are not included in the above, coming chiefly from Germany, Belgium, and France.			Woollen manufactures paying no export duty are seldom included in the above.	
LINENS.				
Yarns, raw	value	1,000,000	7,000	520,000
The imports of linen yarns are three-fourths from England. Transit all to Germany, and some to other parts.				
Yarns for sewing	„	300,000	6,000	75,000
Imports are two-thirds from England.				
Transit three-fourths to Germany.				

Description of Goods.		Import.	Export.	Transit.
		fl.	fl.	fl.
Yarns for weaving	value	275,000	10,000	100,000
Imports one-fourth from England.				
Transit all to Germany.				
MANUFACTURES OF FLAX, &c.				
Raw and bleached	„	2,000,000	25,000	100,000
Imports nearly all from Germany.				
Exports and transit to various countries.				
Dyed and printed	„	200,000	nihil	10,000
Imports three-fourths from Germany.				
Exports to various countries				
Table and napkin cloths, white or damask	„	150,000	2,000	3,000
Imports almost all from Germany.				
Bed Ticks	„	130,000	nihil	5,000
Other manufactures of flax, hemp, &c., come from Germany, Russia, England, &c., and are chiefly used for home consumption.				
N.B. There are no manufactures of linen yarns or linen weaving factories excepting some few in Overyssel and North Brabant.				
Raw Silk	kilogr.	80,000	„	65,000
Silk Stuffs	„	150,000	20,000	140,000
Imports chiefly to France and Germany.				
Transit to North America.				

Silk stuffs paying the high duty of 4 fl. per kilogramme, on importation, causes them to be almost all smuggled in.

The same applies to sewing silk, floret, refuse worked silk, &c.

Other manufactures of wool, with silk and camel's hair, and all others mixed and not specially named, come and go from and to all countries: the extent used for home consumption being imperfectly known. It is, at all events, certain that the Netherlands not being a manufacturing country does not impose heavy restrictions on trade, as may be seen by the following tariff showing the present duties levied on the import of cotton yarn.

DUTIES ON THE IMPORT OF COTTON YARN.

Untwined and undyed	100 kil.	4	fl.
„ dyed	„	7	
Cotton manufactures of all sorts.. ..	value	4	per cent.
Woollen yarns, raw, undyed	100 kil.	6	fl.
„ dyed	„	8	
Woollen manufactures	100	34	
Mixed with silk and camel's hair ..	„	90	
Linen yarns, raw	value	½	per cent.
„ for weaving	„	1	„
„ for sewing	„	5	„
Linen manufactures, raw or bleached ..	„	1	„
„ dyed	„	3	„
„ Table and napkin ..	„	2	„
„ Damask	„	3	„
„ Lace	„	10	„
„ Bed-ticks	„	6	„
„ All other goods ..	„	6	„
Silk, raw	100 kil.	2	fl.
Silk stuffs	1	4	

All these and other goods pay little or no export duty, and may be shipped in transit by sea free of duty, or from and to Germany by the Rhine in transit at 9 cents per 100 kil., *fixed duty*.

It will appear from the foregoing statements, that the cotton, woollen, and linen manufactures of Holland are not only inadequate to the home consumption, but that they cannot be produced at so cheap a rate as they can be imported from other countries.

Quantities and declared Value of British and Irish Produce and

France, in the

		Russia.		Sweden.		Norway.		Denmark.	
		Quantity.	Declared Value.	Quantity.	Declared Value.	Quantity.	Declared Value.	Quantity.	Declared Value.
			£		£		£		£
Apparel, Slops, and Haberdashery	value	..	1,928	..	957	..	8,201	..	370
Arms and Ammunition	value	..	275	..	335	..	531	..	85
Bacon and Hams	cwts.	43	164	1	2	..	..	..	..
Beer and Ale	barrels	4,123	13,169	101	343	163	483	311	875
Books, printed	cwts.	118	2,627	12	253	7	119	6	156
Brass and Copper Manufactures	cwts.	306	1,840	453	1,995	79	386	388	1,777
Butter and Cheese	cwts.	210	883	18	64	30	108	50	172
Coal, Culms, and Cinders	tons	94,144	33,380	25,661	7,356	22,138	7,385	140,608	43,546
Cotton Manufactures ..	yards	1,264,553	31,468	163,207	3,557	1,649,738	24,870	1,236,960	18,966
Hosiery, Laces, and small wares	£ value	..	10,571	..	671	..	2,368	..	332
Cotton Twist and Yarn	lbs.	23,747,944	1,341,756	1,321,278	48,853	1,099,205	36,789	862,128	27,567
Earthenware of all sorts	pieces	206,623	2,907	31,564	416	950,068	7,066	1,345,201	13,695
Fish, herrings	barrels	3,429	3,485	2	2	..	..	733	877
Glass	cwts.	3,095	3,271	59	83	89	294	239	1,422
Glass, at value	value £	..	..	..	21	..	..	..	..
Hardwares and Cutlery	cwts.	7,313	40,453	690	3,454	1,771	9,276	1,087	4,227
Hats, beaver and felt ..	quantity [doz.	1	4	1	5	2	3	..	..
Iron and Steel, wrought and unwrought	tons	14,986	107,413	96	1,279	446	5,814	19,434	111,386
Lead and Shot	tons	3,598	60,379	104	1,866	58	1,160	166	2,987
Leather, wrought and unwrought	lbs.	1,070	70	1,093	134	3,473	229	513	36
Saddlery and Harness ..	value	..	1,523	..	43	..	39	..	39
Linen manufacture, entered by the yard	yards	15,620	1,309	1,063	115	99,565	4,548	7,025	349
Thread, Tapes, and small wares	value	..	1,545	..	32	..	1,704	..	302
Linen Yarn	lbs.	9,532	794	4,046	215	8,532	504	14,866	528
Machinery & Mill-work	value	..	158,138	..	2,399	..	2,483	..	5,876
Painters' Colours	value	..	4,263	..	1,204	..	1,382	..	760
Plate, Plated Wares, Jewellery, & Watches	value	..	5,240	..	32	..	38	..	5
Salt	bushel	1,823,756	29,990	39,350	662	198,244	3,258	462,576	8,688
Silk Manufactures	value	..	3,262	..	393	..	512	..	184
Soap and Candles	lbs.	1,769	87	3,008	66	62,300	1,033	2,696	52
Stationery of all sorts ..	value	..	4,875	..	162	..	127	..	129
Sugar refined	cwts.	29,875	46,335	93	195	1,647	2,126		
Tin, unwrought	cwts.	4,277	14,488	96	359	60	230	61	232
Tin and Pewter Wares, and Tin Plates	value	..	2,017	..	477	..	947	..	4,035
Wool, sheep's & lamb's	lbs.	..	..	..	..	..	..	..	..
Woollen and Worsted Yarn	lbs.	781,091	105,046	15,378	1,551	2,163	301	1,404	151
Woollen manufactures, entered by the piece ..	pieces	26,822	49,624	15,968	19,497	6,880	17,098	628	1,280
Woollen manufactures, entered by the yard ..	yards	98,228	7,130	13,580	972	79,081	3,996	6,610	332
Hosiery and small wares	value	..	631	..	344	..	1,444	..	166
All other Articles	value	..	36,604	..	8,211	..	5,969	..	34,794
Total declared value of British and Irish produce and manufactures, exported from the United Kingdom in the North of Europe and France		Russia. £2,128,926		Sweden. £108,575		Norway. £152,824		Denmark. £286,679	

Manufactures, exported in the North of Europe, including
year 1844.

Prussia.		Germany.		Holland.		Belgium.		France.	
Quantity.	Declared Value.	Quantity.	Declared Value.	Quantity.	Declared Value.	Quantity.	Declared Value.	Quantity.	Declared Value.
	£		£		£		£		£
..	376	..	11,059	..	12,331	..	6,213	..	13,167
..	80	..	852	..	437	..	109	..	1,469
..	..	..	..	1	5	16	43	269	887
3,154	9,121	1,596	4,356	245	678	150	420	2,884	7,086
56	678	413	8,467	183	3,142	80	1,661	490	10,044
714	2,991	16,212	76,434	7,470	34,415	13,041	58,139	103,214	453,405
13	56	370	1,300	32	129	49	190	471	1,661
95,306	28,314	171,865	52,649	97,970	35,080	1,696	745	412,902	147,336
3,878	106	49,648,240	832,574	26,494,973	506,139	3,738,160	99,245	3,046,036	64,946
..	1,357	..	203,767	..	76,457	..	75,791	..	117,788
286,388	10,553	38,906,588	2,072,987	15,566,944	1,001,565	3,883,615	211,966	89,736	32,431
23,896	334	3,706,953	35,511	3,532,470	31,474	487,611	7,955	28,703	1,501
122,818	121,460	18,941	18,827	1,946	2,017	1,523	1,494	9,132	6,979
872	2,029	1,416	5,090	328	1,186	72	504	1,017	273
..	..	..	30	..	53	..	15	..	18
2,520	9,589	25,261	156,706	7,676	49,354	6,288	36,871	21,258	121,555
1	5	262	1,525	66	178	3	29	31	147
34,433	202,241	39,450	285,214	69,035	386,112	1,149	27,403	21,352	100,982
186	2,972	570	11,231	718	11,602	578	9,281	3,871	63,893
..	..	49,508	3,702	140,134	8,994	175,742	9,760	95,562	5,034
..	3,015	..	3,636	..	1,038	..	348	..	800
16,464	758	3,668,058	110,350	643,097	23,756	88,968	5,256	4,976,718	173,455
..	96	..	91,049	..	10,716	..	5,301	..	1,202
531	20	4,537,108	239,688	4,299,651	126,731	908,597	62,280	13,546,752	501,241
..	14,183	..	92,851	..	34,117	..	27,787	..	84,315
..	3,483	..	17,258	..	10,879	..	5,971	..	3,935
..	50	..	8,109	..	29,571	..	5,315	..	9,727
1,686,520	27,547	301,426	4,922	799,802	12,233	1,041,428	16,370	9	3
..	7	..	34,050	..	21,019	..	26,600	..	159,680
598	18	182,826	2,634	8,010	241	8,266	298	3,688	186
..	66	..	11,512	..	2,098	..	2,539	..	6,090
96	338	369	1,358	476	1,673	4	16	8,938	31,018
..	10,817	..	18,869	..	9,755	..	3,805	..	13,209
..	..	13,997	933	240,750	13,203	6,862,572	420,267	1,685,890	99,162
8,055	828	4,614,745	516,786	1,652,890	165,890	494,872	54,476	365,885	77,403
896	1,293	591,780	821,579	223,367	363,199	97,986	160,895	54,501	104,771
3,145	267	3,536,697	190,124	591,320	36,564	900,763	56,479	1,331,187	79,433
..	9	..	19,870	..	8,998	..	3,087	..	3,686
..	52,446	..	178,259	..	98,899	..	85,843	..	155,411
Prussia. £505,384		Germany. £6,151,538		Holland. £3,131,970		Belgium. £1,471,251		France. £2,656,259	

Principal Articles of FOREIGN AND COLONIAL MERCHANDIZE exported from the United Kingdom, in 1844, to the North of Europe and France.

		Russia.	Sweden.	Norway.	Denmark.	Prussia.	Germany.	Holland.	Belgium.	France.
Ashes, Pearl and Pot	Cwts.	..	..	..	..	135	..	..	117	
Bark, Peruvian	ditto	33	..	..	..	2	129	727	580	
Cassia Lignea	Lbs.	37,650	12,439	1,401	48,260	156,653	436,997	215,545	102,88	3,348
Cinnamon	ditto	..	..	..	..	962	18,487	8,390	6,143	1,014
Cloves	ditto	759	..	..	..	..	..	500		
Cochineal	Cwts.	1,240	19	10	17	9	1,378	1,002	960	289
Cocoa	Lbs.	4,960	487	..	19,025	..	124,656	107,489	54,912	445
Coffee	ditto	390,528	18,006	129,775	451	12,141	1,319,308	890,331	2,535,491	230,308
Copper unwrought	Cwts.	..	..	..	..	40	10	6,478	7,986	1,392
Wheat	Quarters	..	..	..	..	..	..	6,485	8,630	26,488
Cotton Pieces, goods of India ..	Pieces	..	..	..	..	..	1,470	171	6,189	15,436
Ginger	Cwts.	460	144	40	..	47	511	245	1	
Gum Arabic	ditto	1,478	4	..	..	46	699	1,616	697	
Lac-Dye	ditto	82	10	3	12	119	1,621	255	1,086	37
Shellac	ditto	755	61	1	52	185	1,528	635	338	238
Indigo	ditto	9,360	717	115	274	823	15,360	3,491	7,618	875
Lead, Pig and Sheet	Tons	874	15	..	..	135	42	1,197	63	627
Linens (Pieces)	Pieces	..	..	..	..	..	1,017			
Logwoods	Tons	1,655	109	107	37	889	..	59	53	
Mace	Lbs.	..	..	..	..	..	14,896	395		
Nutmegs	ditto	876	..	..	..	..	1,602	..	999	113
Opium	ditto	..	..	..	..	..	202	327	143	
Pepper	ditto	462,857	6,646	8,404	11,006	304,116	425,331	486,463	269,356	
Pimento	Cwts.	696	478	5	686	840	677	455	213	
Quicksilver	Lbs.	100,886	151	..	..	586	46,638	8,344	14,908	171,507
Rhubarb	ditto	726	..	..	..	2,349	12,630	36,904	9,852	2,063
Rice	Cwts.	3,450	3	206	5,182	31,235	33,618	32,838	15,556	220
Saltpetre unrefined, and Cubic Nitre	ditto	6,825	74	1,142	838	6,689	9,148	19,424	9,765	3
Silk, Raw and Waste	Lbs.	474	..	..	..	..	753	12,924	10,340	187,321
Silk, Foreign, Thrown	ditto	1,445	..	..	..	..	416	3,149	2,381	9,475
Silk, manufactured, of Europe ..	ditto	..	..	..	..	..	121	41	319	304

Principal Articles of FOREIGN AND COLONIAL MERCHANDIZE exported from the United Kingdom, in 1844, to the North of Europe and France.—*(Continued.)*

		Russia.	Sweden.	Norway.	Denmark.	Prussia.	Germany.	Holland.	Belgium.	France.
Silk, manufactured in India ..	Pieces	2,446	..	93	200	7	32,425	8,802	23,272	191,788
Crapes, Shawls	Number	..	..	..	..	..	63	545	178	1,174
Taffities	Pieces	14	..	1	..	..	243	176	716	7,307
Skins and Furs:—										
Bear	Number	149	6	30	..	33	8,898	129	295	463
Deer	ditto	..	..	..	..	..	49,455	16,145	16,824	1
Goat	ditto	..	..	..	..	..	24,974	5,534	1,952	
Marten	ditto	..	..	..	..	..	3,482	200	1,682	4,470
Musquash	ditto	10,294	..	..	..	..	39,277	7,970	13,442	32,729
Otter	ditto	..	..	..	..	..	10,956	346	59	
Rum (including Overproof) ..	Gallons	42,445	7,894	1,537	5,141	87,781	105,001	39,861	5,299	7,306
Brandy (ditto) ..	ditto	1,345	730	276	756	376	675	1,097	687	132
Geneva (ditto) ..	ditto	117	..	..	61	..	..	108	..	1
Sugar, unrefined	Cwts.	35,244	570	1,044	14,923	92,936	30,650	106,638	56,987	504
Tea	Lbs.	112,232	9,919	15,324	211,981	87,279	1,097,118	395,299	110,007	27,629
Tin	Cwts.	6,498	..	..	..	38	403	1,667	1,626	62
Tobacco, unmanufactured ..	Lbs.	6,981	13,231	80,931	41,520	14,483	1,067,951	939,337	755,052	88,123
Ditto Foreign manufactured and Snuff	ditto	3,656	..	..	900	1,245	29,354	12,150	34,737	608
Wine—Cape	Gallons.	90	..	..	..	61	2,189	100	147	78
French	ditto	202	57	12	22	12	242	84	147	8,700
Portugal	ditto	15,019	3,619	186	1,797	1,436	26,186	1,727	3,141	3,439
Spanish	ditto	22,408	2,342	1,187	78	382	5,811	7,982	8,154	10,588
Madeira	ditto	5,671	3,874	379	2,271	1,675	7,858	12,292	6,299	2,721
Canary	ditto	13,282	630	..	954	5,452	2,376	5,381	1,902	1,753
Rhenish	ditto	..	..	30	..	119	..	44	..	6
Other sorts	ditto	139	241	90	242	..	3,837	4,373	455	381
of all sorts	ditto	56,811	10,763	1,884	5,364	9,137	48,499	31,983	20,245	27,666
Wool, Cotton	Cwts.	134,557	13,183	1,452	552	5,816	105,868	65,055	47,291	1,276
„ Sheep's	Lbs.	16,538	..	..	..	..	14,906	75,890	1,252,096	46,350

An Account of the Quantities of Foreign Wool imported into, and of Foreign Goods, exported from the United Kingdom, distinguishing

	Foreign Wool.		British Wool Exported.	British Woollen Yarn Exported.	WOOLLEN		
	Imported.	Exported.			Cloths of all sorts.	Napped Coating Drugget.	Kerseymere.
	lbs.	lbs.	lbs.	lbs.	Pieces.	Pieces.	Pieces.
Russia	5,402,098	16,538	..	781,091	871	..	166
Sweden	..	..	..	15,378	270	12	6
Norway	2,144	..	..	2,163	777	42	96
Denmark ..	1,604,099	..	..	1,404	68	..	28
Prussia	271,485	..	..	8,055	8	4	15
Germany ..	21,847,684	14,906	13,997	46,14,745	16,464	778	994
Holland	350,196	75,890	240750	1,652,890	2,310	624	505
Belgium....	763,161	1,204,334	6,862,572	494,872	1,511	110	132
France	922,896	46,264	1,685,890	365,885	1,141	16	1,369

An Account of the Quantities and declared Value of United Kingdom, in the year 1844,

	White or Plain Cotton.		Printed or Dyed Cotton.	
	Yards.	Declared Value.	Yards.	Declared Value.
		£		£
Russia ..	948,387	25,678	280,166	5,790
Sweden ..	83,537	1,810	79,670	1,747
Norway ..	970,478	13,302	679,860	11,568
Denmark ..	841,852	11,903	395,108	7,063
Prussia ..	3,218	86	660	20
Germany ..	18,561,871	263,009	31,086,369	569,565
Holland ..	14,269,990	254,446	12,224,983	251,693
Belgium ..	1,475,393	33,941	2,262,767	65,304
France ..	952,817	20,489	2,093,159	44,457

and British Wool, Woollen Yarn, and of British Manufactured Woollen the Trade with each country, in the year 1844.

GOODS OF BRITISH MANUFACTURE EXPORTED.

Baizes of all sorts.	Stuffs Woollen or Worsted.	Flannel.	Blankets and Blanketing	Carpets and Carpeting.	Woollen mixed with Cotton.	Hosiery, viz., Stockings, Woollen, or Worsted.	Sundries Hosiery, rugs, small wares.	Declared Value.
Pieces.	Pieces.	Yards.	Yards.	Yards.	Yards.	doz. Pairs.	£	£
..	25,785	4,671	1,534	7,315	84,618	148	520	57,385
..	15,680	1,121	632	1,526	10,301	104	291	20,813
159	5,800	4,247	672	1,170	72,992	399	1,181	22,538
..	532	540	..	40	6,030	..	166	1,778
..	869	250	..	90	2,805	3	5	1,569
597	572,947	426,603	30,612	114,352	2,965,130	2,176	18,407	1,031,573
15,947	203,981	136,233	1,659	65,936	387,492	4,533	6,771	408,761
9	96,224	97,876	1,479	24,605	776,803	2,545	1,760	220,461
70	51,905	25,103	1,020	32,836	1,272,228	399	3,389	187,890

British Cotton Manufactured Goods Exported from the in the Northern Europe, France included.

Hosiery and Small Wares.	Twist and Yarn.		Total Declared Value.
Declared value.	Pounds.	Declared Value.	
£		£	
10,571	23,747,944	1,383,756	1,383,795
671	1,321,278	48,853	53,081
2,368	1099,205	36,789	64,027
332	862,128	27,567	46,865
1,357	286,388	10,553	12,016
203,767	38,906,588	2,072,987	3,109,328
76,457	15.566,944	1,001,565	1,584,161
75,791	3,883,615	211,966	387,002
117,688	89,736	32,431	215,065

British Hardwares and Cutlery exported from the United Kingdom to the North, including France, in 1844.

	Quantities.	Declared Value.		Quantities.	Declared Value.
	Tons.	£		Tons.	£
Russia	365	40,453	Germany	1,263	156,706
Sweden	34	3,454	Holland.....	383	49,354
Norway	88	9,276	Belgium.....	314	36,871
Denmark	54	4,227	France	1,062	121,555
Prussia	126	9,539			

British Lead and Lead Ore exported in

	Lead Ore.	Pig and Rolled Lead.	Shot.	Litharge.	Red Lead.	White Lead.	Foreign Pig and Sheet Lead.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Russia.....	..	3,598	..	20	32	18	874
Sweden	..	102	1	2	3	81	15
Norway	..	33	24	2	2	44	..
Denmark.....	..	136	29	6	8	156	..
Prussia.....	..	184	..	47	26	18	134
Germany.....	..	492	77	124	120	67	42
Holland	60	718	..	25	164	12	1,196
Belgium	..	578	..	19	46	5	62
France.....	12	3,866	4	1	1	..	627

An Account of the Quantities of British Iron (including Un-wrought Steel) exported from the United Kingdom to the North of Europe, France included, in 1844.

	Pig Iron.	Bar Iron.	Bolt and Rod Iron.	Cast Iron.	Iron Wire.	Wrought Iron, viz.				Old Iron for re-manufacture.	Un-wrought Steel.
						Anchors, Grapnels, &c.	Hoops.	Nails.	All other sorts except Ordnance.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Russia	927	12,048	28	100	181	124	..	4	724	..	415
Sweden	10	..	..	7	..	..	..	1	70	..	3
Norway	74	66	35	40	12	23	40	..	138	..	15
Denmark	3,818	10,700	568	8	78	24	659	62	3,365	105	42
Prussia..	4,006	26,564	160	73	11	15	330	59	374	2,766	70
Germany	4,498	18,969	2,790	2,960	516	71	1,640	178	7,264	1	564
Holland	27,527	30,453	642	3,784	110	173	1,370	88	4,327	181	374
Belgium	70	7	2	15	491	13	15	3	124	428	401
France..	16,055	2,579	117	74	58	341	408	..	1,101	..	187

Statement of the Quantities of the Principal Articles of Foreign and Colonial Merchandize imported and retained for Home Consumption in the United Kingdom, in the year 1844, imported from Northern Europe and France.

		Tons.	Russia.	Sweden.	Norway.	Denmark.	Prussia.	Germany.	Holland.	Belgium.	France.
Ashes, Pearl and Pot	Cwts.	..	26	..	..	..	..	77	..	..	6
Bark for Tanning and Dyeing	ditto.	500	..	39	32,812	7,167	..	36,380	112,172	262,340	..
Bark, Peruvian	ditto.	..	..	..	..	..	..	10	8	..	.
Bristles	Lbs.	300	1,777,916	..	..	..	118,409	195,627	12,436	13,023	8,073
Butter	Cwts.	..	42	2	153	1,252	..	28,703	146,931	3,124	124
Cheese	ditto.	..	1	..	1	..	1	11	159,810	24	208
Cinnamon	Lbs.	..	..	..	..	..	..	..	18,023	535	
Cloves	ditto.	..	..	..	..	..	...	..	10,505	..	..
Coffee	ditto.	..	290	..	..	13	189	1,420	242	15,804	185
Corn, Meal, and Flour.											
Wheat	Quarters	..	104,524	10,661	..	94,260	550,794	107,157	11,772	1,101	44,871
Barley	ditto.	..	23,471	30,841	40	474,717	291,954	156,857	1,658	5,657	8,523
Oats	ditto.	..	69,377	26,194	..	54,867	72,762	30,458	39,842	1,598	501
Rye	ditto.	..	771	43	..	6,433	19,266	11	3	..	..
Peas and Beans	ditto.	..	749	2,637	..	25,668	46,377	48,715	26,811	5,388	261
Wheat, Meal and Flour	cwts.	..	7	..	424	834	774	6,177	..	..	13
Cotton Manufactures, entered at value	Livres, St.	..	32	..	..	100	1	28,104	36,117	2,263	35,943
Currants	Cwts.	..	..	..	..	..	..	519	201	..	849
Flax and Tow, or Covilla of Hemp and Flax	ditto.	..	1,112,023	82	75	7,673	249,404	19,983	106,658	44,967	7,576
Gloves, Leather	Pairs	..	712	..	..	..	..	734	1,528	591	1,863,741
Hats or Bonnets of Straw	Lbs.	..	1	..	..	..	..	252	..	2	2,290
Hemp, undressed	Cwts.	..	655,954	61	..	..	505	83	1,072	..	2,707
Hides, untanned	ditto.	..	23,605	..	80	2,107	2,803	14,933	7,254	2,340	374
Indigo	ditto.	..	..	..	..	..	..	5	25	6	..
Iron, in bars or unwrought	Tons.	..	2,849	21,308	274	..	14	3	..	..	..
LINEN. (Plain Linen and Diaper.)											
Entered by the Piece	Pieces	..	7,596	..	..	..	700	7,740	19	143	..
Cambrics and French Lawns	ditto.	..	1	..	..	..	..	..	6	..	34,601
Entered by the Square Yard	Sq. Yards	..	196	..	..	..	..	2,880	3,804	..	..
Entered by the Ell	Ells.	..	9,600	..	..	..	..	..	..	..	..

STATEMENT of the Quantities of the Principal Articles of FOREIGN AND COLONIAL MERCHANDIZE imported and retained for Home Consumption in the United Kingdom, in the year 1844, imported from Northern Europe and France.—*(Continued.)*

	Tons.	Russia.	Sweden.	Norway.	Denmark.	Prussia.	Germany.	Holland.	Belgium.	France.
Entered at Value ..... £ St.	..	5,583	..	..	1	281	30	2	5	1
Madder (Garance)..... Cwts.	..	..	..	..	284	..	347	26,822	11	54,355
Madder Root ..... ditto.	..	..	..	..	..	..	..	666	..	20,883
Nutmegs ..... Lbs.	..	..	..	..	..	..	..	7,608	..	..
Pepper ..... ditto.	..	..	..	..	..	..	1,199	3	..	..
Raisins ..... Cwts.	..	21	..	..	..	..	535	685	..	124
Rhubarb ..... Lbs.	..	5,380	..	..	..	..	2,515	16	..	2
Rice ..... Cwts.	..	..	..	..	..	..	1	441	..	9
SEEDS.										
Clover ..... Cwts.	..	..	..	..	2,118	2,550	39,997	10,130	4,387	54,863
Linseed and Flax Seed ..... Quarters.	..	448,393	5,398	1,324	2,279	90,382	3,633	9,052	..	40
Rape Seed ..... ditto.	..	5,737	16	..	24,819	7,091	18.128	685	41	30
Tares ..... ditto.	..	..	84	..	9,513	4.601	6,561	964	189	790
Senna..... Lbs.	..	..	..	..	..	2,711	2,766	87	..	2,792
Shumac ..... Tons.	..	..	..	..	..	..	..	185	..	32
SILK.										
Raw and Waste..... Lbs.	..	49,513	..	..	..	..	4,104	455,860	25,596	1,131,962
Thrown	..	..	..	..	..	..	29	49,856	3,178	333,353
Silk Manufactures of Europe, &c., entered by weight .... Lbs.	..	..	..	..	..	..	913	11,518	734	301,572
Silk Manufactures of India, Bandanoes and other Hankerchiefs Pieces.	..	..	..	..	..	..	552	..	16	71
SKINS AND FURS.										
Bear, undressed..... Number	..	5	..	2	..	..	109	..	..	..
Deer, undressed ..... ditto.	..	4	..	9	..	..	11	84	..	..
Fitch, undressed ..... ditto.	..	..	..	..	..	..	161,775	3,542	4,084	
Goat, undressed ..... ditto.	..	..	..	7,327	..	13,320	6,839	11,827	1,235	63,951
Kid, nndressed ..... ditto.	..	..	..	14	..	..	100	..	..	..
Kid, dressed ..... ditto.	..	270	..	..	..	..	11	2	2,496	413,876
Lamb, undressed ..... ditto.	..	..	..	..	..	..	10,862	1	..	89,098
Marten, undressed ..... ditto.	..	..	..	..	..	..	103,020	3,202	1,159	18,158
Mink, undressed ..... ditto.	..	..	..	..	..	..	1,234	..	..	196
Musquash, undressed ..... ditto.	..	..	..	..	..	..	31,953	..	..	500

STATEMENT of the Quantities of the Principal Articles of FOREIGN AND COLONIAL MERCHANDIZE imported and retained for Home Consumption in the United Kingdom, in the year 1844, imported from Northern Europe and France.—*(Continued.)*

	Tons.	Russia.	Sweden.	Norway.	Denmark.	Prussia.	Germany	Holland.	Belgium.	France.
Nutria, undressed ..... Number	..	..	..	..	..	..	..	..	4,839	7,844
Otter, undressed ..... ditto.	..	..	..	7	..	..	816	..	326	..
Seal, undressed ..... ditto.	..	..	..	1	7,128	..	38,534			
Smalts ..... Lbs.	..	..	..	133,912	6,215	..	51,332	11,120	..	..
Spelter or Zinc ..... Tons.	..	..	..	..	324	4,898	4,889	62	212	..
SPIRITS.										
Rum (including overproof) .... Gallons	..	..	..	..	..	7	4,987	6	..	..
Brandy ditto .... ditto.	..	..	34	90	..	2	13,352	2,383	4	1,455,924
Geneva ditto .... ditto.	..	6	..	..	725	8	16,456	352,198	8,553	244
Tallow ..... Cwts.	..	865,381	1,667	17	243	713	448	..	69	..
Tar..... Last	..	8,114	474	27	192	..	..	..	..	..
Tea..... Lbs.	..	2,591	..	..	..	18	8,940	178	16	..
Tobacco, unmanufactured..... ditto.	..	720	..	..	..	..	56,532	83,358	534	2,305
,, manufactured ..... ditto.	..	987	1	1	10	14	8,554	694	2,130	1,056
Wax, Bees' ..... Cwts.	..	..	1	..	1	1	265	..	..	14
Whale Fins ..... ditto.	..	..	..	..	..	..	39	19	..	..
WINES.										
French ..... Gallons.	..	31	..	..	2	120	1,839	1,132	635	703,412
Portugal..... ditto.	..	50	12	..	..	4	369	9	5	..
Spanish ..... ditto.	..	24	12	..	..	1	2,897	299	55	132
Madeira..... ditto	..	115	..	..	..	..	1,043	1,857	..	44
Canary ..... ditto.	..	..	..	..	..	..	287	..	..	..
Rhenish..... ditto.	..	..	..	..	..	34	1,292	57,837	897	298
Other Sorts ..... ditto.	..	89	..	1	117	1	195	392	33	110
Wines of all sorts (including France) (Wood and Timber not included) ditto.	..	309	24	1	119	160	7,935	61,531	1,625	703,997
Wool, Cotton ..... Lbs.	..	..	..	..	..	..	..	2	96	87,595
Wool, Sheep's, including Alpaca or the Llama Tribe ..... ditto.	..	5,402,098	..	2,144	1,604,099	271,485	21,847,684	350,196	776,077	922,980
Yarn, Linen raw ..... Cwts,	..	8,605	..	..	18	15	497	..	31	73
Zaffres ..... ditto.	..	..	..	1,312	..	..	2,442	484	..	..

Declared Value of British and Irish Produce and Manufactures exported on the North of Europe, including France—1827, 1833, 1844.

	1827.	1833.	1844.
	£	£	£
Russia	1,408,970	1,531,002	2,128,926
Sweden	46,731	59,549	108,475
Norway	39,129	55,938	152,824
Denmark..	104,916	99,951	286,679
Prussia	174,338	144,179	505,384
Germany..	4,654,618	4,355,548	6,151,528
Holland	2,404,561	2,181,893	3,131,970
Belgium		886,429	1,471,251
France	446,952	848,333	2,656,259

HAMBURG.

The following is a Statement of the leading Articles Imported and Exported in 1841.

Imported.

Coffee	36,000	tons.
Sugar	50,000	,,
Cotton	64,000	bales.
Twist	19,500	tons.
Indigo	7,400	chests.
Ditto	300	serons.
Teas	12,270	qr.-chests.
Wool	60,000	bales.

Exports.

	Qrs.	Tons.
Wheat (British ports).. ..	460,900 or	115,000
Rye	61,600	15,400
Barley	43,400	10,850
Oats	5,600	1,400
Peas	12,700	3,175
Beans	1,900	475
Tares	13,000	3,250
Rapeseed	13,400	3,350
	Tons ..	152,900

TABLE of the CATTLE in the Kingdom of the Netherlands in the year 1844.

PROVINCES.	NUMBER OF CATTLE.				SHEEP.
	CATTLE.		HORSES.		
	Over 2 years.	Under 2 years.	Over 3 years.	Under 3 years.	
North Brabant ..	95,768	39,445	25,325	5,036	46,456
Guilderland.. ..	82,281	53,648	22,831	6,617	65,132
South Holland ..	110,076	41,781	27,585	5,665	22,627
North Holland ..	89,604	27,070	14,189	1,364	103,465
Zealand	34,004	14,871	19,478	3,987	25,766
Utretcht	42,099	21,046	8,429	2,576	20,093
Friesland	109,790	53,159	18,290	3,451	80,830
Overyssel	56,935	26,194	11,706	3,200	34,631
Groningen	47,417	37,268	19,684	5,623	65,571
Drent	30,217	12,884	6,887	1,551	103,450
Limburg	48,677	18,149	14,356	2,524	63,872
	746,868	345,515	188,760	41,584	631,893

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APPENDIX, No. 2.

DUTCH FISHERIES.

	Ships.	Fishermen.
Herring and Cod Fishery, with nets - - -	120	1800
" " with lines - - -	45	525
Fresh Fish and Fresh Herrings for Smoking and Drying	208	1455
Fresh Fish, exclusively of the Coast and in the Zuyder Zee - - - - - - - -	1000	4000
Fresh Fish in the Zealand Streams - - -	230	500
	1603	8280

The annual average produce during the last five years has been found to amount to—

40,000 Tons of Salt Herrings.
10,000,000 Herrings for Smoking or Drying
10,000 Tons of Salt Fish.

	£
Estimated - - - - - - -	333,333
Consumed in Holland - - - -	30,000
Exported to Germany, Poland, Russia, and Belgium - - - - - -	303,333

EXTRACT FROM "THE TIMES."

9th February, 1846.

"FOREIGN PROVISIONS.—The arrivals of cattle and provisions from the different continental states, since our last notice on the subject, have, as may be supposed, been of a somewhat limited nature, which may very readily be attributed to the alterations about to be proposed with reference to the duties chargeable upon them, upon importation into this country. The weather is remarkably mild for the season, and no difficulty appears to be experienced in clearing from the ports of Rotterdam, Hamburgh, and other Dutch and German ports, still the importations of cattle during the past week have been of a very trifling character compared with previous weeks, as the market returns have shown, and it is evident that the owners and feeders of cattle in Holland are holding back and declining to send cattle over for the present to any greater extent than is absolutely necessary to meet pending engagements or keep a position in the metropolitan markets. It may be interesting to mention some of the importations which have taken place within the past 10 days, although the arrivals during the latter portion of them have been of a very scanty nature, excepting the supplies of poultry, butter, and other articles of general consumption from France and Belgium, which have been of the usual varieties and descriptions. The steamer Triton, from Ostend, brought 36 hampers of poultry, 57 packages of butter, a quantity of eggs, &c. The Princess Victoria, from Antwerp, 37 packages of smelts. The line-of-packet ship Westminster, from New York, brought an extensive cargo, consisting of flour, apples, cheese, beef, pork, and every variety of American produce. The ship Siddons, into Liverpool, from the same place, brought 5,500 barrels of flour, 13,200 bushels of wheat, &c. The General Steam Company's ship, Princess Royal, from Hamburgh, brought 27 oxen, a quantity of butter, and other articles. The Earl of Liverpool, steamer, from Ostend, brought 22 packages of poultry, besides butter, &c. The Larnia, a sailing vessel, from Guernsey, brought 40 tons of potatoes, the produce of that island. The Belfast, from Calais and Harlequin, from Boulogne, brought their usual supplies of poultry, and other provisions. The Attwood, steamer, from Rotterdam, specially despatched for the purpose, brought 51 oxen, 26 cows, 336 sheep, and 30 pigs. The Neptune, from Gravelines, 84 packages of eggs, of French produce, The Rapid, steamer, from Harlingen, 5 casks of salt meat, 3 of poultry, 12 oxen, 1 bull, 96 cows, 1 calf, and 219 sheep, the produce of Holland. The Soho, from Antwerp, the large quantity of 98 packages of smelts. The Venezuela, from Rotterdam, brought 90 packages of seeds, 20 of poultry, 310 of fish, 116 sheep, 7 calves, 192 packages of yeast, and and a variety of other produce. The Auguste, sailing packet from Gravelines, 72 packages of eggs, 100 of apples, a quantity of poultry, &c. The American

line-of-packet ship, St. James, from New York, an extensive cargo, consisting of cheese, beef, pork, tongues, flour, and every other variety of American produce. The James Watt, steamer, from Havre, brought a quantity of dried fruits, poultry, &c. The Triton, from Ostend, 38 packages of poultry, 63 of eggs, &c. The Alliance sailing-packet, from Guernsey, brought 2,200 bushels of potatoes, the produce of the place, and a ship from New York, simultaneously brought 12,368 bushels of Wheat, 2,436 packages of flour, 50 of pease, &c. The Medemblick, Dutch sailing-vessel, from the place of the same name, brought the large number of 25,000 cheeses, the produce of Holland. The Belfast, from Calais, and City of Boulogne, subsequently arrived with their usual supplies of poultry and other French produce. The Monarch from Harlingen, brought 2,000 packages of butter, and the Columbine, steam-ship from Rotterdam, brought 160 packages of butter, a quantity of cheese, 39 packages of poultry, 52 of yeast, 19 oxen, and 1 cow, a very limited number, 345 packages of fish, and other articles. The steam-ship, Countess of Lonsdale, from Hamburgh, brought 14 oxen, and the Giraffe from Rotterdam, 11 oxen, 2 bulls, 2 calves, 28 cows, 13 packages of poultry, 360 of fish, 200 of yeast, and a quantity of cheese, and other produce. The Earl of Liverpool, steamer, from Ostend, brought 23 packages of poultry, besides eggs, butter, &c. The Friends sailing-vessel, from Harlingen, brought 700 cheeses and 1,703 packages of butter. The Soho, steam-ship, from Antwerp, 92 packages of smelts; and finally, the Rapid, steamer from Harlingen, 107 cows, 14 oxen, 1 bull, 177 sheep, a quantity of wild fowl, butter, and other articles, the production of Holland. It will be seen that the supplies of cattle bear but a small proportion of the articles ennmerated, and although of an important and numerous description, are not to be compared with the supplies of three or four previous weeks, when several vessels arrived almost daily, with cargoes of cattle, and which would, at the time, have been enumerated in our columns, had our space permitted their publication. Past experience has proved the capabilities of foreign states, and especially Holland, to produce and supply us with cattle and provisions generally, and it would be difficult to say, with any degree of correctness, to how great an extent these capabilities can be increased, if the import duties at present levied upon them are, as is probable will be the case, entirely remitted. Holland is unquestionably, of super-eminent importance among the continental states in the matter of the production and supply of these necessaries, and that country will, doubtlessly, consequently experience a very considerable portion of the advantages which will be conferred, if the proposed remission of the duties on cattle, and the reduction of duties on other articles of provisions, be carried into effect.

EXTRACT FROM "THE TIMES."

2nd June, 1846

DUTCH CATTLE AND PROVISIONS.—The following list comprises the arrivals of cattle and of the principal and most remarkable provisions from Holland during the past week, as well as the lesser importations from the Hanseatic Town of Hamburgh. First, at the port of Hull, the steam-ship "Emerald Isle," from Rotterdam, brought 80 head of cattle, 135 packages of butter and other produce; the steam-ship, "Transit," from Hamburgh, brought 119 packages of butter, 16 of pork, 20 head of horned cattle, a variety of seeds and other articles; the "Clara," from Rotterdam, 52 head of horned beasts, &c.; the "Queen of Scotland," from Hamburgh, 15 packages of butter and various other articles, and 22 oxen; the "Laura," from Rotterdam, 46 cows; the "Rosetta," from Rotterdam, 50 head of cattle; the "Leeds," from Hamburgh, 25 packages of butter and 50 head of cattle. The whole of the arrivals mentioned took place in steam-ships at the port of Hull from the places named. The Dutch steam-ship "Batavier," which arrived at the St, Katharine's Wharf, from Rotterdam, brought 192 packages of butter, 220 cases and 20 casks of Geneva spirit, 54 oxen, 10 packages of fish, several of yeast, eggs, and poultry, and other articles. The General Steam Navigation Company's ship "Ocean," also from Rotterdam, at the Brunswick Wharf, Blackwall, had on board 226 packages of butter, 100 of cheese, 8 of fresh cucumbers, 79 packages of yeast, 7 cows, 5 packages of fish, &c. The steam ship "Rapid," from Harlingen, brought 1,662 packages of butter, 65 cows, 4 oxen, 31 sheep, 7 pigs, 8 packages of poultry, and other articles, the produce of Holland The General Steam Company's Ship "John Bull," from Hamburgh, brought 283 packages of butter, 8 Oxen, a large quanty of clover-seed, &c. The "Perseverance," from Leer (Hanover), brought 1,874 packages of butter, 584 hams, and a quantity of sausages; and the "Mary Ann," from Alkmaar, the large number of 20,705 cheeses, the produce of Holland. The General Steam Company's Ship "Columbine," from Rotterdam, subsequently arrived, having on board 114 packages of butter, 51 yeast, 9 of fish, 5 of cucumbers, and other articles, but no cattle of any description. The same Company's ship "Princess Royal," from Hamburgh, brought 255 packages of butter, 6 oxen, a quantity of clover-seed, &c. The steam-ship "Loch Ryan," from Harlingen, brought 15 oxen, 45 cows, 3 sheep, 1 calf, and 1 goat. The "City of London," from Rotterdam, brought the large number of 24,554 cheeses, 159 sheep, 1 calf, and 1 lamb, 100 cases of Geneva spirit, and 39 of butter. The sailing-packets "Eclipse" and "Monarch," from Harlingen, respectively brought 1,975 and 2,225 packages of butter, the produce of Holland. And the General Steam Company's steam-ship "Attwood," specially despatched to Rotterdam for the purpose, arrived at the Brunswick Wharf with 38 oxen and 13 cows, 26 lambs, and 105 sheep

on board. These enumerations of the arrivals at the present time are of interest and importance, as showing the extent to which they are now carried, in contradistinction to the importations of the same produce during the period of their liability to duty, and also with respect to future supplies from the quarter under notice.

EXTRACT FROM "THE TIMES."

12th February, 1846.

"In writing, as we are about to do, on the subject of communication with India, it is not our purpose to moot the question of the relative advantages of the French and Austrian route. The present object of our remarks is not to advocate this or that particular line of road, in which we might probably find as many opponents as supporters, but to point out the deficiency of the mechanical arrangements, not of the topographical plan, by which the conveyance of the Indian mail is at present effected. Such a topic, we presume, need not be heralded by an apology. We shall not be suspected, on this occasion, of advancing peculiar views or favouring individual interests. The subject must from its universal character meet with universal sympathy—a sympathy not confined to merchants and trading companies, but pervading every rank and condition, and extending throughout that immensely numerous body which is connected in infinitely various ways with the British empire in the East.

This is the morning of the 12th, and no Indian mail has, as we write, arrived in London. And yet so early as the 28th of last month the ordinary letter-bags from Bombay were received at Alexandria, and must have left that port on the same or the following day. Our own despatches, which were forwarded by Trieste, appeared on the morning of the 5th, and afforded then, as they do still, the only information that the public, or even the India House or the Government, possesses on the affairs of the East. A great battle has been fought in the Punjab, a brave and determined enemy has been defeated, a most important political step has been taken, involving possible consequences of incalculable magnitude; and of all this neither HER MAJESTY'S Government nor the great Company which governs India have any authentic relation, or account of any sort, but what they have read in our columns. And more than this, the friends of the British soldiers who fought the Sikhs on the banks of the Sutlej—the parents, the sisters, the wives of those victorious combatants, are left in the agony of suspense, in all the torture of hope and fear, as to the fate of their husbands, brothers, and children,—and for what? For no other reason than that the Admiralty may save a few paltry hundreds of

pounds in the expenditure of the steam marine in the waters of the Mediterranean.

It is to this small economy, and to no other cause, that we attribute the delay of the Indian mail which was due on the 4th. The despatches of this journal were not conveyed with any extraordinary rapidity. On the contrary, the courier who carried them encountered, as we have already stated, every kind of impediment from the difficulties of the road and the want of previous arrangements for forwarding the expresses. If a well-appointed steamer had left Alexandria, *en route* for Marseilles, at the same time as the Austrian boat set out for Trieste, it is certain (without reference to the comparative facilities of the two lines) that the homeward letters would have been delivered, if not on the 5th, at latest in time to have been answered by the outward mail on the 7th. But the boats appointed to this service are not well appointed. They are, for the most part, old war-steamers, unfit for their original purpose, and condemned in their old age to the inglorious occupation of carrying letters. It is notorious that they are quite unfit to make way against head-seas, or to fight against the baffling uncertain gales that prevail in an inland sea. On the Mediterranean station, more perhaps than on any other sea, well-appointed and powerful boats are required, not such worn-out tubs, as the Acheron, of which it is said that on her last voyage from Marseilles she consumed all her stock of coals and all her spare timber, and even then would have gone on shore for want of motive power if she had not been towed into Valetta by another vessel.

When one considers the extent and importance of the Anglo-Indian possessions, it is immediately apparent how necessary a speedy and a *certain* communication must be with England, and how false must be that economy which, whilst it expends millions on the plains of Hindostan, would forfeit both speed and certainty to save a few hundreds on the waves of the Mediterranean. A few years ago—and every thing has more than doubled since then—the subjects, allies, and tributaries of Great Britain in India numbered 144,000,000 men. Her army was little short of 300,000, requiring an expenditure of £9,374,000. The declared value of her imported goods was over £6,000,000, employing 372 vessels, of 176,000 tons. And in addition to this huge array of figures, it may be stated that the political transactions in that part of the world are beyond measure more important than those of all the other British dependencies united. No one, we may presume, is more fully impressed with their real importance than the present First Lord of the Admiralty, the once Governor-General of India. No one can so speedily correct the abuses of the present system. No change in the steam marine on the Alexandrian station can be for the worse. But it may easily be for the better; and Lord ELLENBOROUGH may correct the strange anomaly that appears in the following contrast—that whilst the steam-ships

between Liverpool and New York arrive without fail, after crossing the Atlantic, at the appointed *hour*, the Indian mail is often delayed for *days* beyond its time in the short passage of an inland sea between Alexandria and Marseilles.

TRADE WITH JAVA.

The imports and exports of this colony, whose population amounts to 8,000,000 of inhabitants, is very considerable. It is now almost entirely carried on by Amsterdam and Rotterdam, with the exception of 10 or 12 vessels belonging to Middleburg and Zealand. It is to be presumed that the Railway from Flushing-Middelburg to Dusseldorf, which will run through the three provinces of Zealand, North Brabant, and Limburg, with a branch to Nymwegen and Arnheim, towards Belgium through Liege, and to Antwerp from Breda, shall have been constructed, a large portion of the goods exported to that rich colony, will be secured.

Prior to the revolution of 1830, the major part of the trade with Java was carried on from the port of Antwerp, the trade of which place has, in some measure, been supplanted by Rotterdam and Amsterdam, and England.

DETAILED Statement of the Trade and Navigation of the Islands of Java and Madura during the Year 1841. (Translated from an official Report in French.)

IMPORTS.

The value of articles imported by the Company and by private persons has amounted to,

		fl.	£
In Merchandize		20,156,276	1,679,690
In Specie		1,207,005	100,584
Total		21,363,281	1,780,274
The value of merchandize and specie imported by government has amounted to		8,119,882	676,675
Total value of imports		29,483,163	2,456,931
The articles imported consisted of the productions of			
Europe and America	value	12,987,724	1,082,310
West Indies and Bengal	„	610,241	50,853
China, Manilla, and Siam	„	1,758,714	146,560
Japan	„	4,986	415
Eastern Archipelago	„	4,794,611	399,551
Total value of merchandize		20,156,276	1,679,689
The produce of Europe and America consisted chiefly of			
Glass, crystal, and earthenware	value	397,441	33,120

Woollen Cloths and Stuffs—			
From the Netherlands	value	172,931	14,411
Other countries	„	224,483	18,707
Linen and Cotton Goods—			
From the Netherlands	„	4,966,818	413,901
Other countries	„	2,717,612	226,468
Miscellaneous.			
Leather, sadlery, and carriages	„	65,724	5,477
Apparel	„	83,314	6,943
Opium (Levant)	„	152,000	12,667
Ship stores, &c.	„	166,896	13,908
Provisions	„	559,382	46,615
Wines and Spirits	„	1,059,242	88,270
Of which the value of common red wines is	„	315,694	26,308
And of Geneva	„	276,703	23,059
Furniture	„	80,324	6,694
Gold and silver works and thread ..	„	10,640	887
Embroidery and military ornaments ..	„	3,034	253
Millinery, jewellery, perfumery, &c. ..	„	128,814	10,734
Books, music, and musical instruments	„	58,024	4,835
Copper and copper wares..	„	427,467	35,622
Steel and steel wares	„	35,054	2,921
Drugs, medicines, and dyes	„	22.356	1,863
Iron, iron wares, and machinery ..	„	970,658	80,888
Silk manufactures	„	146,637	12,220
Coffee-bags	„	135,564	11,297

Of all articles imported from the Netherlands, certificates of Dutch growth have been brought for the value of .. .. fl.6,607,362, or £550,613

The merchandize, &c., imported by government, consist chiefly of—

			fl.	£
Gold and silver specie		value	1,114,000	92,833
Plated goods		„	1,369,590	114,134
Articles for naval and military service ..		„	1,134,210	94,517
Tin from Banca		„	2,731,667	227,639
Nutmegs from Banda	good quality ..	„	1,150,145	95,845
	inferior	„	143,697	11,975
	damaged	„	23,461	1,955
Mace, good quality		„	240,440	20,037
„ in powder		„	2,267	189
Cloves		„	56,486	4,707
Cocoa paste..		„	9,422	785
Coffee from Menado		„	136,815	11,401
Japan-wood from Bima		„	7,682	640

EXPORTS.

The value of articles exported by the Company and by private persons amounted to,

	fl.	£
In merchandize	62,859,099	5,246,592
In specie	492,616	41051
Total	63,451,715	5,287,643
The value of merchandize and specie exported by government amounted to	2,342,085	195,174
Total value of exports	65,793,800	5,482,817

The articles exported consisted of the produce of,

	fl.	£
Eastern Archipelago (including Java and Madura)	60,761,724	5,063,477
West Indies and Bengal	139,073	11,589
Siam, China, Cochin China, and Manilla ..	176,314	14,693
Japan	88,478	7,373
Europe and America	1,793,510	149,459
Total (as above)	62,959,099	5,246,591

The produce of the Indian Archipelago consisted chiefly of

Arrack, 4,671 21–24 pipes	value	280,313	23,359
Provisions	„	139,296	11,608
Gambier, 2,168 55-100 piculs	„	47,708	3,976
Gold dust and ingots, 697½ thails	„	55,800	4,650
Sandal-wood, 4,161 61,100 piculs	„	116,525	9,710
Japan-wood, 5,939 piculs	„	32,665	2,722
Hides, oxen, and buffalo, 120,472, in No. ..	„	240,142	20,012
Indigo, 1,827,386¼ lbs.	„	5,939,005	494,917
Cotton, raw, 8,263 48-100 piculs	„	90,898	7,575
Turmeric, 6,975 80-100	„	41,855	3,488
Coffee, 961,466 36-100	„	28,843,998	2,403,666
Copper wares	„	154,662	12,889
Cinnamon, 362 11-100 piculs	„	45,264	3,772
Linen and cotton threads	„	928,686	77,390
Matting	„	47,583	3,965
Medicine and drugs	„	31,458	2,622
Oil, cocoa, and katjang, 5,827 9-100 piculs ..	„	122,369	10,197
Pepper, round, 13,245 98-100 ditto	„	238,427	19,869
„ conical, 230 70-100 ditto	„	5,076	423
Rattans, 37,017 45-100 ditto	„	222,104	18,509
Rice, 676,212 52-100 ditto	„	3,042,954	253,579
Tortoiseshell, 27 58-100 ditto	„	44,142	3,679
Spices { Mace	„	292,974	24,414
Spices { Cloves	„	608,835	50,736
Spices { Nutmegs	„	1,281,446	106,787
Sugar, powdered, 1,031,094 40-100 piculs ..	„	12,373,132	1,031,094
„ brown, 15,482 4-100 ditto	„	139,338	11,612
Tobacco, 3,161 5-100 kodies	„	1,106,393	92,199
Tea (from Java) 1,408 185-1000 piculs ..	„	176,021	14,668
Tin, 48,339 59-100 ditto	„	2,175,282	181,278
Bêche de Mer, 3,030 26-100 ditto	„	121,210	10,101
Birds' nests, 263 4-100 ditto	„	1,054,560	87,880
Salt, 3,985 24-30 koyangs	„	244,567	20,381

	No.	Lasts.
The number and tonnage of vessels that departed for foreign countries under Dutch flags were .. (Of which 190 were for the Netherlands.)	194	59,760½
Under Dutch or Indian flags, for Indian ports among which are those of the Allied Princes in the Archipelago	1,377	49,422
Total	1,571	109,182½
Under British flags	75	11,135½
Carried forward	1,646	120,318

	fl.	£
Brought forward	1,646	120,318
Under French flags	10	1,458½
Swedish	12	1,766
Danish	3	343
Russian	1	206
Belgian	1	137
Hamburg	7	849
Spanish	1	90
Portuguese	13	2,075½
Bremen	3	336½
American	23	4,036
Kniphausen	1	150
Chinese	11	380
Cochin Chinese	1	150
Siamese	3	165
Miscellaneous	221	2,356
Total	1957	134,816½

Table showing the Quantities of Merchandize exported from Amsterdam, *viâ* the Rhine, in 1840.

	Quintals of the Rhine. quintals	kil.
Cabinet woods	5,656	32
Strong drinks, spirits	2,992	49
wines	2,927	25
Cocoa	906	24
Coffee	155,480	38
Whitelead	110	17
Heads of Cattle	1,843	27
Cotton	12,660	27
Leather and Hides, prepared	5,082	39
dried	8,049	30
Copper	7,389	10
Drugs	3,976	48
Spices cinnamon	689	11
cloves	90	19
mace	55	13
nutmegs	146	15
pimento	549	29
pepper	2,882	38
other articles	1,063	30
Tin	1,747	28
China	725	36
Iron, raw	15,093	26
manufactured	53	18
Pewter	45	49
Cheese	232	7
Seed, oleaginous	80,233	12
Wheat	10,360	10
Oil of hempseed	1,161	48
linseed	65,826	34
Carried forward	388,034	39

	Quintals of the Rhine. quintals	kil.
Brought forward	388,034	39
Oil of olive	1,172	17
fish	73,306	26
Wool	648	35
Flax	431	10
Paper	414	29
Fish, herrings	354	48
stockfish	4,815	29
Potash	6,013	10
Rice	21,383	11
Saltpetre	1,152	5
Sulphur	1,560	20
Sugar, raw	104,127	8
refined, brown	84,252	3
loaf	221,223	27
candy	3,236	64
Tobacco, in leaf, native	1,749	40
foreign, United States	12,152	47
Porto-Rico	1,905	46
stalks	14,859	15
manufactured	1,854	29
Dyes, wood	25,990	9
madder	209	32
indigo	1,178	19
sumach	1,820	27
other descriptions	21,817	14
Tea	244	16
Tissues of all kinds	133	38
Miscellaneous articles	31,567	7
Total	1,027,611	20

The above articles were distributed among the following ports:

	Quintals.
Prussia—Coblentz	37,799
Cologne	362,147
Dusseldorf	55,819
Duisburg	85,311
Wesel	34,770
Urdingen and Neuss	102,089
Grand Duchy of Hesse—Mayence	133,356
Frankfort-on-the Maine	40,784
Bavaria—Rhinschanze	20,274
Grand Duchy of Baden—Manheim	153,598
Wurtemburg—Heilbronn	4,176
Total	1,030,123

The trade, *viâ* the Rhine, between Holland and the States situated near this river, has been continually increasing, as the following statement, commencing two years prior to the treaty of Mayence, of the 31st March, 1831, will show.

	Quintals.		Quintals.
1829	243,784	1835	651,218
1830	365,787	1836	666,474
1831	448,110	1837	700,059
1832	519,070	1838	724,114
1833	589,303	1839	767,698
1834	684,246	1840	1,030,123

IMPORTS into Germany, by the Rhine, from Rotterdam, in the Year 1841. Value in Pounds sterling.

	£
Cheese and butter	1,160
Coffee	440,960
Cotton	113,160
Cutlery, hardware	15,480
Drugs used in medicine and the arts	65,120
Dye stuffs and colours	378,200
Earths, ochres, and bricks	1,480
Fish and salted provisions	11,240
Fruit, dried and fresh	23,360
Geneva and other indigenous spirits	24,240
Glass and glasswares	1,120
Grain and flour for food	60,200
Gums	17,640
Hair, horse and other kinds, and feather	17,920
Hemp and flax	2,360
Hides and skins	203,960
Iron, nails, and ironmongery	15,320
Manufactures of various kinds	12,280
Metals, wrought and unwrought	104,560
Oils for the arts	40,360
Pitch, tar, and other resins	3,160
Porcelain, earthenware, and pottery	9,600
Salt, and chemical products	46,720
Seeds, oleaginous	21,000
Spices	32,760
Sugar, raw	106,880
refined	98,640
Tallow and other fat	36,640
Thread, yarn, twist, and manufacture: viz.	
of cotton	1,325,760
„ hemp and flax	41,320
„ silk	135,320
„ wool or worsted	306,560
„ not enumerated articles	14,520
Tobacco—indigenous unmanufactured	320
leaf and roll	125,000
manufactured	42,000
Wines and foreign spirits	26,160
Wood—cabinet makers'	3,960
dyewood	35,760
Sundry articles	12,480
Total in sterling	£3,864,680

Exports from Germany, by the Rhine, to Rotterdam, during the Year 1841. Value in Pounds sterling.

	£
Barley, oats, and other corn	45,920
Coals	14,920
Cotton	400
Drugs used in medicine and the arts	19,920
Dye stuffs and colours	25,440
Fruit, dried and fresh	1,120
Glass and glass wares	8,360
Gums	80
Haberdashery and hardware	40,280
Hair, horse and other kinds, and feathers	7,840
Hemp and flax	3,160
Hides and skins	13,280
Iron-wire and ironmongery	22,880
Manufactures of various kinds	54,760
Metals wrought and unwrought	18,840
Oils for the arts	800
Pitch, tar, and other rosins	80
Porcelain, earthenware, and pottery	3,240
Potash and other ashes	40
Rice	40
Rum and arrack	920
Salt and chemical products	4,360
Seeds, oleaginous, or for extracting oil therefrom	22,600
Spices	8,840
Sugars	5,760
Tallow and other fat	240
Thread, yarns, twist, and manufactures, viz.:—	
of cotton	116,360
hemp and flax	9,680
silk	556,440
wool or worsted	55,320
not enumerated	13,400
Tobacco	1,400
Wheat, rye, and flour thereof	213,960
Wines, brandy, and spirits	59,200
Wood, viz.:—cabinetmakers'	1,200
dye wood	120
for ship and house building	7,320
Wool	7,400
Sundry articles	29,280
Total in Sterling	£1,395,200

MEMORANDUMS

RELATING TO

M. THEMMEN'S REPORT.

Table of Distances from London to the Rhine.

From London—	By Sea.	By Railway.	Total.
	Miles.	Miles.	Miles.
To Dusseldorf—by Amsterdam - -	266	117	383
Rotterdam - -	195	110	305
Middelburg - -	158	137	295
Antwerp - -	192	140	332
To Cologne — by Amsterdam - -	266	145	411
Rotterdam - -	195	138	333
Middelburg - -	158	165	323
Antwerp - -	192	134	326
Taken from the Diagram.			

Goods in Transit. Trade of the Netherlands.

In conformity with the statistics alluded to in the notice, the goods conveyed upon the Railway, resulting from the trade with the Rhine, consist, in the conveying of 60,000 tons of goods for a distance of 42·70 leagues, divided as follows:

51,000 tons of	first class goods,	at fl. 9·61	-	fl.490,110
7,200 „	second „	fl.14·94	-	107,568
1,800 „	third „	fl.19·21	-	34,578

For conveying 5,000 tons of goods for a distance of 56 leagues, distributed as follows:

4,250 tons of	first class merchandise	at fl.12·60	53,550
600 „	second class goods,	at fl.19·60	11,760
150 „	third „	fl.25·20	3,720
	Carried forward - - - - -		fl.701,286

Brought forward - - - - -	fl.701,286
For conveying 5000 tons of goods for a distance of 28 leagues, viz.	
4,250 tons of first class, at fl. 6·30 - -	26,775
600 „ second „ 9·80 - -	5,880
150 „ third „ 12·60 - -	1,890
Together 70,000 tons, at fl.10·513 - -	fl.735,891

From the remarks developed in the notice, we have discovered that the northern provinces send, among other articles, the following to Belgium :—

11,102 tons of corn and grain.
800 „ linseed cakes.

11,902 tons of first class merchandise, conveyed on the Railway for a distance of 114 leagues, at fl.2·66 per league - - - - - - -	fl.31,659
90 tons of second class goods, at fl.3·99 - -	359
11,992 tons, at fl.2·669 - - - - - - -	fl.32,018

Transit of Goods between England and Germany.

	Tons.
This consists principally in the exports of British Manufactures to Germany, estimated at - - - - - - - -	122,555
2ndly In Foreign and Colonial Goods - - - - -	24,111
3rdly Goods sent from Germany for the consumption of Great Britain and Ireland - - - - - - - -	41,154
Total - - - -	187,820

which has been indicated in the Tariffs and Regulations of the United Kingdom.

With respect to the Tariff of the Railway, these goods must be classed as follows :—

85 per cent. or 159,647 tons, as regards the first class.
12 „ „ 22,538 „ „ second
3 „ 5,635 „ „ third

The application of the Tariff, upon a distance of 42·7 leagues between Flushing and Venloo, will produce the following results.—

159,647 tons at fl.9·61 - - - -	fl.1,534,208
22,538 „ 14·95 - - - -	336,943
5,635 „ 19·22 - - - -	108,305
187,820 tons, producing - - -	fl.1,979,456

or an average of fl.10,539 per ton.

Presumed Products of Dues to be derived from the Canal and the Port of Middelburg, and the Passage of the Dyke of the Sloe.

The trade of the four principal Ports of the Netherlands and Belgium, is as follows:—

1,300	Vessels enter	Antwerp, of	209,273	Tons burthen.
2,083	„	Amsterdam,	347,411	„
1,376	„	Rotterdam,	297,560	„
67	„	Middelburg,	13,400	„
4,826			867,644	Tons.

It is admitted that, so soon as the Harbour of Middelburg is deepened, and and placed in direct communication with Germany by the Railway, it will participate, at least, for ¼ in the trade—say 1,206 vessels, averaging 217,000 tons, the dues are as follows:—

At the clearance per ton, and per entry - - - - - -	fl.0·10
Consequently, for two entries - -	fl.0·20
At the outward clearance, per ton, and entry at fl.0·03, or for two entries - - - - - - - - - - - -	0·06
Together - - - - - -	fl.0·26

N.B. Vessels going to Middelburg, pay for two clearances, though they are entered only once.

227,000 tons at fl.0·26 - - - - - - - - - -	fl56,420
For the passage of three bridges at the rate of fl.0·20 per vessel, and per bridge, for 1,206 vessels - - - - - - -	724
	fl.57,144

Coasters.

16 Boats belonging to Middelburg passing twice each voyage, and making 40 trips, consequently	1,280 trips	
3 Boats belonging to Flushing, each two trips by both entrances, and performing 40 voyages -	480 „	
63 Boats of various ports in the Western Scheldt, passing twice each trip, making 40 voyages, consequently - - - - - - -	10,080 „	
together - - - - - - -	11,840	
Voyages at fl.0·30 - - - - - - - - - -		3,552

The same boats pass by the bridges, viz.—

At Middelburg - - - - - - -	1,280 trips
Flushing - - - - - - - - -	960 „
Western Scheldt - - - - - - -	20,160 „
	22,400

Trips at fl.0·08 - - - - - - - - - -		1,792
80 Boats carrying Turf on the Western Scheldt, conveying about 8,000 tons, each boat passing 4 times, at fl.0·01 per ton -		320
640 times passing bridges, at fl.0·08 - - - - - -		51·20
50 boats for the different ports of the Western Scheldt, passing 4 times each voyage, and making 15 voyages, 3,000 trips at fl.0·15 - - - - - - - - - -		450
6,000 times passing the bridges at fl.0·08 - - - - -		480
180 Boats loading fascines for the dykes, each boat averaging 100 tons, passing 4 times, consequently 720 times at fl.0·01 per ton - - - - - - - - - - -		720
1,480 Passages at fl.0·08 - - - - - - - -		118·40
260 Boats. 60 for Flushing - - - - -	240 trips	
200 „ Middelburg - - - - -	400 „	
Together - - - - - - - - -	640	
Voyages, with 90 tons, at fl. 0·01 per ton - - - - -		576
880 Times passing the bridges at fl. 0.08 per ton - - -		70·40
1 Steamer entering and going out daily, say 730 trips at fl.5·		3,650
2,920 Passings of bridges, fl. 0·20 - - - - - -		584
Charges for the 1,206 vessels above-named at the rate of fl.30 each		36,180
Winterage of 150 vessels bound for Amsterdam, Rotterdam, and Antwerp, averaging 290 tons each, viz. :—		
1. Entry dues at fl. 0·12 - - - - - -	fl. 3,600	
2. Clearance, ditto - - - - - - - -	3,600	
340 Days at fl. 2·00 per diem, per ship - - - -	12,000	19,200
Passsage of ships of the Royal Navy - - - - - -		5,000
Together - - - - - - - - - - -		fl. 129,888
Sale of the grass of dykes, canal, &c. - - - - - -		4,000
Produce of the dyke on the Sloe, 35,000 passings, at fl. 0·25		8,759
Ditto of do. for 7,300 carriages, at fl. 0·50 - - - - -		3,650
		fl. 146,288

N. B.—In calculating the products of the port and Canal of Middelburg, we have based ourselves upon the tariff in force for the canal of Helvoetsluys.

NYMWEGEN RAILWAY.

We subjoin some important remarks on the projected Railway from Arnheim to Veghel, which is to form an extension of the Flushing-Middelburg and Maestricht Railway. As this Line, 31 miles long, will greatly develop the Traffic of the Flushing Railway, by uniting it to the Northern Railways, so as to place Middelburg in direct communication with the Hanse Towns, Holstein, and other important Towns in Germany; we deem it indispensable to refer the reader to the observations of Mr. Fynje, the Waterstaat's Engineer, on this subject.

REMARKS

ON THE RAILWAY FROM ARNHEIM TO NYMWEGEN, GRAVE, VEGHEL, AND BOIS-LE-DUC.

As Middelburg, Rotterdam, and Amsterdam, could not be united by means of a Direct Railway, which must have crossed the interior waters of Holland and the Moerdyk, the Railway from Arnheim, commencing from the actual terminus of the Dutch-Rhenish Railway, and touching Veghel and Bois-le-Duc on the Zealand Line, has been undertaken.

This Railway will cross three rivers, upon bridges, which will not impede the navigation, viz. (See Mr. Fynje's report.)

1st. The Rhine, at Arnheim .. 185 metres wide.
2nd. The Wael, at Nymwegen.. 620 „
3rd. The Meuse, at Grave .... 177 „

Some of the most important works of art unite these three passages, and occasion an increase in the expenditure, which establishes the medium cost of the Railway, as follows :—

Works of Art....	fl.4,366,042, or	£363,838, or	£12,059 per mile.	
„ Railway	6,396,945, or	533,079, or	17,196	„
Total	fl.10,762,987	£896,917	£29,255	

The cost of the Bridges is as follows:

A. The bridge on the Wael, at Nymwegen, 620 metres long, two embankments, twelve pillars, and twelve arches :—

say.....	fl.1,199,932, or	£99,994
or per arch....	99,994, or	8,332

including the movable bridge in the centre.

B. The bridge on the Rhine, close to Arnheim, 185 metres long, three arches of fifty metres, including the thickness, and being fifty metres beyond the opening of the dykes;

say	fl.532,853, or	£44,404
per arch.....	177,617, or	14,801

including the movable bridge.

C. The bridge over the Meuse, at Grave, 177 metres long, with three arches of fifty metres, including the moveable bridge;

say	fl. 296,679,	or	£24,723
per arch	78,893,	or	8,241
Total cost of the three bridges:			
On the Wael	1,199,932,	or	99,994
On the Rhine.....	532,853,	or	44,404
On the Meuse.....	296,679,	or	24,723
	fl. 2,029,464,	or	£169,121

WORKS.

For a Viaduct on the Beersche-Maas	fl. 495,788			
Viaduct between the fort Koehorn, and the dyke at Grave..	121,601			
Viaduct between Elden and Arnheim	129,547			
		746,936,	or	£62,244

Total cost of the three bridges and works relating thereto..	fl. 2,776,400,	or	£231,365

The very great importance of this Line, alone justifies such an expenditure, for it will unite Lubeck, Bremen, Hamburg, Amsterdam, Rotterdam, and Middleburg, to the Belgian and French Railways, by the most direct line. This Railway will, moreover, be destined for the great inter-passage of merchandize on the Rhine, of which Dusseldorf will become the focus. It will unite the following towns:

	Souls.
Lubeck, with a population of ..	50,000
Bremen	50,000
Hamburg	150,000
Amsterdam..	212,000
Rotterdam	80,000
The Hague..	60,000

	Souls.
Delft	18,000
Dort	20,000
Passing through—	
Arnheim	20,000
Nymwegen	20,000
Grave	6,000
Veghel	6,000
Bois-le-duc	22,000

No other communication will be able to compete with this Line, as it crosses the Rhine, the Wael, and the Meuse at right angles, also the three Railways from Amsterdam to Arnheim, Rotterdam to the Hague, and that from Middleburg to Venlo. It will open to the Namur and Liege Railway, via Maestricht, the richest provinces in the Netherlands, and link Holland, by Railway, to the south of France and Italy, through Switzerland and Piedmont.

The cost of the construction is estimated at ..	fl.10,762,987
The conveyance of goods is estimated at ..	fl.607,816
„ „ passengers „ ..	624,579
	fl.1,232,395
Expenses for working the line	534,600
Net profit	fl.697,795

or about 6 per cent.

To the considerable amount of goods of all descriptions detailed in the annexed remarks, must be added those intended for the interior of the country, which are sent up the Rhine, in order to reach their destination, by means of the various branches of the Rhine and the Meuse. These goods, consequently, are subjected to a considerable circuit, which will be done away with so soon as the railway, crossing the country and the rivers at *right angles*, will be established.

It is quite evident that Railways, running at right angles and crossing important rivers, will prove far more lucrative than

Railways which run parallel with streams and rivers, where they will be subject to a navigable competition.

In order to give the reader an insight into the nature of the country, we have extracted the following statement from Mr. Macgregor's *Commercial Tariffs and Regulations*, presented to the Houses of Parliament. (Part 6, Holland, page 96.)

"Guelderland abounds in orchards. The cultivation of many parts near Arnheim, is in the most flourishing state, and this province appeared to us, on passing recently over it, to be in a prosperous condition. In no place was poverty apparent, and though penury may certainly be discovered, yet the provincial institutions afford occupation, or the means of existence, to all who are really in want of food, shelter, clothing or employment. The Agricultural Society and other institutions of Arnheim are all useful in their various purposes."

The following is also an extract from the Engineer's Report:—

"At least 500,000 persons cross the Wael at Nymwegen, over a flying bridge which can convey 800 persons each time.

"Nine diligences with twelve places, daily run over the road which will be occupied by the Railway. The number of carriages and horses passing over this road are very considerable. The toll-gate between Arnheim and Nymwegen is let annually for fl8,662, or £720, notwithstanding, that agricultural productions are exempt from payment.

"That which has been stated in the pamphlet on the Flushing-Middelburgh Railway, page 10, on the importance of the province of Cleves on the central Rhine, is quite applicable to the territory which will be traversed by the Railway from Arnheim to Veghel or Bois-le-Duc.

"The Wael is certainly the most important river of the three crossed by the Railway, for the trade of Nymwegen with northern and southern Holland is very considerable; moreover, this Line will pass through a country having a population of 350,000 souls, and the number of travellers is estimated from 760,000 to 800,000 annually.

"Nymwegen is also the focus of a large trade in manufactured goods. A great many waggons are now employed for that purpose, carrying from 1,000 to 1,500 kilograms each trip between the following towns:—Arnheim, Grave, Bois-le-Duc, Eindhoven, Helmond, Wychen, Weurt, Benningen, Eenwyk, Winsen, Deest, Ravenstein, Goch, Mook, Gennep, Boxmeer, Kuyk, Sambeck, &c., &c., and also with Venlo, Viersen, Rhudt, Gelderen, Odenkirchen, Gladbach, Cleves, Cologne, Aix-la-Chapelle, Verviers, and many other impartant places. Upwards of 1,000 cart loads of fish, each averaging 1,200 kilograms, are yearly sent from Harderwyck to Germany, &c.

"Upwards of 25,000 tons of goods, consisting principally in woollen stuffs, tobacco cultivated in the neighbourhood, soap, refined salt, grain, seed, and fruit of all species, all of which will naturally be conveyed by the Railway to the various places detailed above.

"The trade between Limburg, Belgium, and Holland, amounts to 54,000 tons, of which 25,000 tons consist in the produce already detailed, 29,000 tons in coal, bricks, lime, and rock-salt.

"When the Railroad from Nymwegen will be placed in communication with the one from Venlo to Liege *viâ* Maestricht, the major part of these 54,000 tons will be conveyed upon the Line, the more especially, as the communication between the Meuse, the Wael, and the Rhine, and the Zuid Willemsvaart Canal are circuitous, goods meeting with great delay, taking as many weeks as it will hereafter require hours to reach their destination.

"The number of travellers between Cologne and Bonn, prior to the establishing of the Railway, amounted to 288,939, they exceeded 614,000 the first year the Line was opened to traffic. Consequently taking the same proportion between Arnheim and Bois-le-Duc, we estimate the number at 1,000,000; and notwithstanding that Cologne is a very populated town, the Railway in question will unite Amsterdam, Rotterdam, the Hague, Utrecht, and Harlem, with Arnheim, Nymwegen, and Bois-le-Duc, whose population is not less considerable.

"In 1845, 626,000 travellers went by the Railway from Amsterdam to the Hague. However, the tolls on the road between these two cities, prior to the opening of the Railway, only produced fl.4,300—whereas the one between Arnheim and Nymwegen, realized, as we have already stated, fl.8,662. It may readily be surmised, that upwards of 1,000,000 passengers will travel on the Line, though we have only calculated upon 600,000; of which—

240,000	upon	1-5th of the distance.	
80,000	„	4-5ths	„
60,000	„	7-10ths	„
100,000	„	1-10th	„
120,000	„	the entire length of the Line.	

"So that we shall have 280,000 persons going the whole distance; and we have estimated the receipts according to the Belgian tables, dividing them into three classes, at fl.8,796 73 per kilometre, while the one from Amsterdam to Arnheim is fl.9,382 48 per kilometre."

For further details and particulars, see the Flushing and Middelburg Pamphlet, and also the Report of Mr. Fynje, the Waterstaats' Engineer, charged with the survey of the Line.

This Railway must, consequently, participate in the transit of goods indicated in the tables of the Flushing-Middelburg Pamphlet; of which it forms one of the most important extensions —and we argue from this motive—that its receipts will be quite as great, the more especially as the commercial treaty between Russia and England will transform Lubeck into a species of northern *entrepot;* Flushing and Middelburg becoming the *entrepot* of the Scheldt, and Nymwegen, the immediate point or focus of the great northern railways.

G. R. H.

N.B.—The Plans, Sections, &c., &c., relative to the Line from Arnheim to Veghel, prepared by Mr. Fynje, Engineer of the Waterstaat, will form the subject of a Report from Mr. Rennie.

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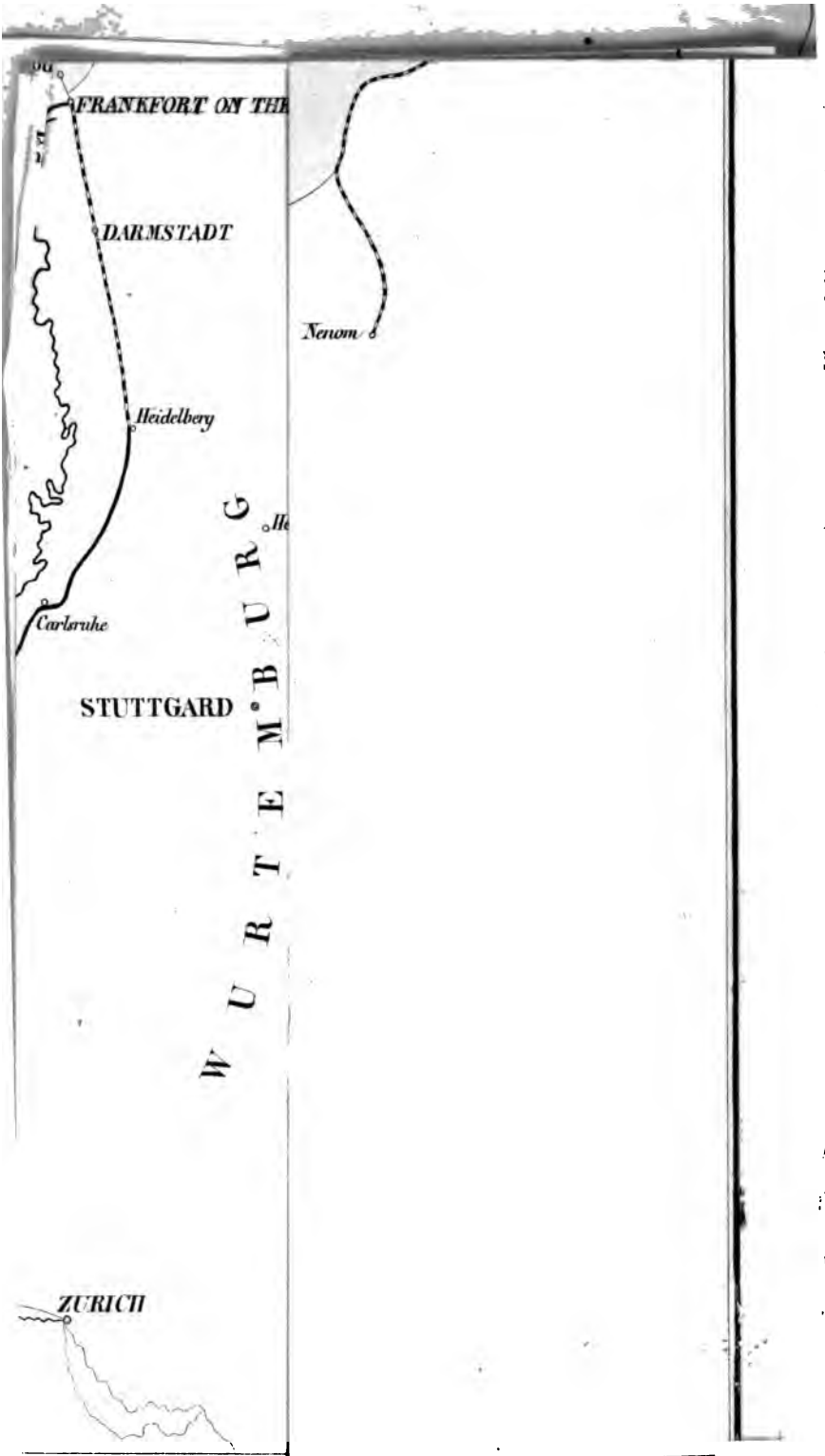
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